

Part 61—Certification: Pilots and Flight Instructors

This change incorporates Amendment 61-101, Aircraft Flight Simulator Use in Pilot Training, Testing, and Checking and at Training Centers; Editorial and Other Changes, adopted March 18 and effective March 21, 1997. Sections 61.4, 61.51, 61.55, 61.56, 61.57, 61.64, 61.65, 61.109, 61.129, 61.157 and 61.197 are affected.

Bold brackets appear around revised or added material. The amendment number and effective date of these changes appear in bold brackets at the end of each affected section.

Page Control Chart

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Suggest filing this transmittal at the beginning of the FAR. It will provide a method for determining that all changes have been received as listed in the current edition of AC 00-44, Status of Federal Aviation Regulations, and a check for determining if the FAR contains the proper pages.

Final Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to ensure that small entities are not unnecessarily and disproportionately burdened by Federal regulations. The RFA requires agencies to review rules which may have a "significant economic impact on a substantial number of small entities."

The FAA has adopted criteria and guidelines for rulemaking officials to apply when determining whether a proposed or existing rule has any significant economic impact on a substantial number of small entities. Based on these criteria, a small air carrier is one that owns nine or fewer aircraft. A small simulator training school has 10 or fewer employees. A substantial number of small entities is not less than 11 or more than one-third of affected small entities.

The FAA has determined that 37 pilot training schools and 10 contract trainers now train under exemption from specific part 61 requirements. These organizations will incur some costs in applying for part 142 certification. Most of these schools employ more than 10 employees (the small entity threshold); however, the FAA does not expect that those that do not will experience any unnecessary and disproportionate burden by Federal regulations.

With regard to seven part 121 and part 135 operators holding exemptions to train using simulators, each has more than nine aircraft. Hence, no part 121 or 135 air carriers affected by this rule are small entities.

The FAA, therefore, has determined that this rule will not have a substantial impact on a significant number of small entities.

Federalism Implications

The regulations announced herein would not have substantial direct effects on the states, on the relationship between the National Government and the states, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this rule would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Conclusion

For the reasons discussed in the preamble, and based on the findings in the Regulatory Flexibility Determination and the International Trade Impact Analysis, the FAA has determined that this regulation is not major under Executive Order 12286 and that this rule would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. This rule is considered significant under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). An initial regulatory evaluation of the rule, including a Regulatory Flexibility Determination and Trade Impact Analysis, has been placed in the regulatory docket.

The Amendments

In consideration of the foregoing, the Federal Aviation Administration amends SFAR 58 and parts 1, 61, 91, 121, 125, 135, and 141 of 14 Code of Federal Regulations (14 CFR parts 1, 61, 91, 121, 125, 135, and 141) and adds part 142 (14 CFR part 142) effective August 1, 1996.

The authority citation for part 61 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701-44703, 44707, 44709-44711, 45102-45103, 45301-45302.

SUMMARY: This amendment makes minor revisions to correct editorial errors. It also revises certain sections of regulations published on July 2, 1996 (61 FR 34508), to make them consistent with the intent expressed in the notice and final rule. These amendments will not impose any additional restrictions on persons affected by these regulations. This final rule implements new regulations that contain certification and operating rules for training centers that will use aircraft flight simulators and flight training devices for pilot training, testing, and checking.

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SUPPLEMENTARY INFORMATION:

Background

On July 2, 1996, a final rule was published that implements new regulations containing certification and operating rules for training centers that will use aircraft flight simulators and flight training devices for pilot training, testing, and checking (61 FR 34508). The training center concept is intended to provide a common source for standardized, quality training accessible to any individual or corporate operator and air carriers.

This rule, in part, amended parts 61, 121, and 135, and added a new part 142 to incorporate aircraft simulation use. Minor editorial changes and minor modifications need to be made to some sections of these amended parts.

Discussion of the Amendments

Part 61

§ 61.4 Qualification and Approval of Flight Simulators and Flight Training Devices

This section is amended by consolidating paragraphs (a), (b), and (c) into a single paragraph (a). Paragraph (b), as amended, adds language that allows devices previously referred to as ground trainers and pilot trainers to continue to be used to meet various requirements of §§ 61.56, 61.57, 61.65, and 61.129, to the extent of their original approval. This was clearly the intent expressed in the preamble to the final rule.

It should be noted that, under revised paragraph (b), only devices qualified under Advisory Circular (AC) 61-66, "Annual Pilot in Command Proficiency Checks" (superseded) may continue to be used to satisfy requirements of § 61.56. All other such devices, to be defined as Level 1 Flight Training Devices in AC 120-45B, may be used only for the purpose and number of credited hours for which they had received acceptance or approval for use prior to August 2, 1996. Any such device must be shown to function as originally designed for the original approval to be valid. To be used for a different purpose or any additional credit, each training device will have to meet § 61.4(a) and the implementing criteria in effect at the time.

Paragraph (c), as amended, adds clarifying language consistent with the FAA's intent to allow, and continue to allow, certain devices not qualified as a flight simulator or a flight training device to be used for specific training, testing, or checking.

§ 61.51 Pilot Logbooks

Paragraph (c)(2)(i) is revised to add words indicating that when the pilot is "the sole occupant of the aircraft," he or she is the pilot in command of that aircraft. Removal of this language was not intended to preclude such a pilot from logging this time as pilot in command. This restores language that appeared in the rule prior to Amendment 61-100, to avoid misinterpretation.

of the Federal Aviation Regulations. The paragraph numbers to agree with the 1993 structure, and continues the 1993 provision that a pilot who completes in the same timeframe a phase of the FAA-sponsored pilot proficiency awards program (i.e., WINGS Program) in an aircraft need not accomplish a biennial flight review.

§ 61.57 Recent Flight Experience: Pilot in Command

This section currently requires that persons pass an instrument competency test in the category and class of aircraft involved. This section is amended to delete the words "and class" which were inadvertently inserted in paragraph (e)(2) in the NPRM. Although the addition of "and class" may be appropriate in other provisions, the FAA did not intend to propose that the instrument competency check be taken in specific class of aircraft. Instrument operations with various classes of the same category are not sufficiently distinct to warrant separate tests for each class.

§ 61.64 Additional Aircraft Ratings for Other Than Airline Transport Pilot Certificates (For Other Than Parts 121 and 135 Use)

This section is amended by revising paragraph (b)(2), deleting paragraph (c)(2), and renumbering paragraph (c)(3) as paragraph (c)(2). Paragraph (b)(2), as revised, will reinstate the provision that the holder of a category rating for a powered aircraft will not have to take a knowledge test for an additional category rating. Paragraph (c)(2) incorrectly required applicants for an added class rating to take a knowledge test. These revisions correct language that was used in the NPRM and Amendment 61-100, although there was no intention to propose a change in the prior rule. An additional knowledge test is unnecessary for adding a category or class rating. Where one powered category rating is already held, the practical test is sufficient to test any additional theoretical knowledge that the pilot may need for the new category or class. Section 61.64(e)(10) is amended to revise the reference to paragraph (e)(9) to read "paragraph (e)(9)(ii)," since paragraph (10) refers only to paragraph (e)(9)(ii).

§ 61.65 Instrumental Rating Requirements

Paragraph (g)(1) is revised to delete the word "any." This word was erroneously added in § 61.65(g)(1) prior to the phrase "category, class, and type aircraft that is certified for flight in instrument conditions." Allowing the use of any category, class, and type of aircraft during the practical test (e.g., a helicopter being used for an airplane instrument rating practical test) would not adequately establish the applicant's qualifications.

Further under paragraph (g)(1), the phrase "that is certified for flight in instrument conditions" should not have been added. This wording unintentionally precludes practical testing in some aircraft that may not be certified for flight into instrument meteorological conditions but which may be operated under instrument flight rules in visual meteorological conditions (i.e., the flight is not conducted in weather conditions that are less than minimums required for visual flight rules). Therefore, this wording has been deleted.

Under paragraph (g)(2) the words "required by this paragraph (g)(2)" are not needed and are therefore deleted.

§ 61.109 Airplane Rating: Aeronautical Experience

This section is amended to correct an editorial error. A typographical error that occurred when this final rule was printed rendered paragraph (f) as paragraph (h). Therefore, paragraph (h) should be redesignated as paragraph (f).

§ 61.129 Airplane Rating: Aeronautical Experience

Paragraph (b) is revised to correct an error in formatting that raised confusion as to whether the aeronautical experience provision of 100 hours of pilot time in an airplane and the provisions that break down that aeronautical experience requirement had been removed. Such a revision was not proposed and was never intended. This experience is necessary to ensure that the U.S. commercial pilot certificate

adequately completion of a type rating flight check under § 61.157 of this chapter satisfies the requirement for a proficiency check.” The intent, that a pilot-in-command proficiency check under these conditions satisfies the demonstration of aeronautical skill for a type rating, should be stated under § 61.157(g), not in § 121.441. Therefore, this action will also amend § 121.441 to delete that redundant flush paragraph.

§ 61.197 Renewal of Flight Instructor Certificates

Paragraph (b) is revised to reinstate Amendment 61-95 (59 FR 17644, April 13, 1994) that eliminated the requirement for 24 hours of ground and flight training for a flight instructor refresher clinic. The 24 hour requirement had been erroneously reinserted by Amendment 61-100 (61 FR 34508). The revised paragraph will also allow any authorized Flight Standards Inspector to renew a flight instructor certificate. The paragraph is also revised to state that an applicant who is an instructor or evaluator of a part 142 Training Center may renew a flight instructor certificate, without the applicant accomplishing a practical test. This addition makes explicit one kind of “comparable position involving the regular evaluation of pilots.” Further, language has been added to this section explicitly stating that application for renewal must be made prior to the expiration date of a current flight instructor certificate. This always has been implied by this section.

Parts 121 and 135

§ 121.402 Training Program: Special Rules

Paragraph (a) of this section is amended by adding the word “flight” before “training, testing, and checking.” Paragraph (a) was not intended to require specialized training (e.g., hazardous materials training and maintenance technician training) to be done by another certificate holder or a part 142 Training Center.

§ 121.431 Applicability

Paragraph (a)(2) is revised to change the reference from “§§ 121.411 and 121.413” to “§§ 121.411 through 121.414.” Also, § 135.324 (Training Program: Special Rules) is amended by revising paragraph (b)(4) to change the reference from “§§ 135.337 or 135.339” to “§§ 135.337 through 135.340.” These two sections need to be amended in order to be consistent with the June 17, 1996 Amendment Nos. 121-257 and 135-64 (61 FR 30734) that added new sections to parts 121 and 135 regarding qualifications, and initial and transition training and checking requirements for flight instructors.

Part 142

§ 142.11 Application for Issuance or Amendment

This section is amended by deleting paragraph (e)(4) and redesignating paragraph (e)(5) as paragraph (e)(4). Paragraph (e)(4), as adopted, referred to § 142.21; however, because § 142.21 was a reserved section, reference made to it under § 142.11 is erroneous.

§ 142.53 Training Center Instructor Training and Testing Requirements

This section is amended by inserting in paragraph (a)(7)(ii) the words “of a representative segment of each curriculum” This insertion is needed to preclude confusion that might result from an interpretation that instructor testing must include all maneuvers, in apparent contradiction with paragraph (a)(1), which specifies that only a representative segment of each curriculum must be checked.

Federalism Implications

The regulations do not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among various levels of government. Thus, in accordance with Executive Order 12612, it is determined that such a regulation does not have federalism implications warranting the preparation of a Federalism Assessment.

Conclusion

The FAA has determined that this regulation imposes no additional burden on any person. Accordingly, it has been determined that the action: (1) Is not a significant rule under Executive Order 12866; and (2) is not a significant rule under Department of Transportation Regulatory Policy and Procedures (44 FR 11034, February 26, 1979). Also, because this regulation is editorial in nature, no impact is expected to result, and a full regulatory evaluation is not required. In addition, the FAA certifies that the rule will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The Amendments

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR parts 61, 121, 135, and 142 effective March 21, 1997.

The authority citation for part 61 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701–44703, 44707, 44709–44711, 45102–45103, 45301–45302.

Part 61—Certification: Pilots and Flight Instructors

Subpart A—General

Source: Docket No. 11802, Amdt. 61-60, (38 FR 3161, 2/1/73) Eff. 11/1/73, for each subpart, unless otherwise noted.

§61.1 Applicability.

(a) This part prescribes the requirements for issuing pilot and flight instructor certificates and ratings, the conditions under which those certificates and ratings are necessary, and the privileges and limitations of those certificates and ratings.

(b) [Except as provided in § 61.71, an applicant for a certificate or rating must meet the requirements of this part.]

(Amdt. 61-14, Eff. 4/3/65); (Amdt. 61-63, Eff. 11/1/74); [(Amdt. 61-90, Eff. 4/15/91)]

§61.2 Definition of terms.

[For the purpose of this part:

[(a) *Authorized Instructor* means—

[(1) An instructor who has a valid ground instructor certificate or current flight instructor certificate with appropriate ratings issued by the Administrator;

[(2) An instructor authorized under part 121 (SFAR 58), part 135, or part 142 of this chapter to give instruction under those parts; or

[(3) Any other person authorized by the Administrator to give instruction under this part.

[(b) *Flight Simulator, Airplane* means a device that—

[(1) Is a full-sized airplane cockpit replica of a specific type of airplane, or make, model, and series of airplane;

[(2) Includes the hardware and software necessary to represent the airplane in ground operations and flight operations;

[(3) Utilizes a force cueing system that provides cues at least equivalent to those cues provided by a 3 degree freedom of motion system;

[(4) Utilizes a visual system that provides at least a 45° horizontal field of view and a 30°

vertical field of view simultaneously for each pilot; and

[(5) Has been evaluated, qualified, and approved by the Administrator.

[(c) *Flight Simulator, Helicopter* means a device that—

[(1) Is a full-sized helicopter cockpit replica of a specific type of aircraft, or make, model, and series of helicopter;

[(2) Includes the hardware and software necessary to represent the helicopter in ground operations and flight operations;

[(3) Utilizes a force cueing system that provides cues at least equivalent to those cues provided by a 3 degree freedom of motion system;

[(4) Utilizes a visual system that provides at least a 45° horizontal field of view and 30° vertical field of view simultaneously for each pilot; and

[(5) Has been evaluated, qualified, and approved by the Administrator.

[(d) *Flight Training Device* means a device that—

[(1) Is a full-sized replica of instruments, equipment, panels, and controls of an airplane or rotorcraft, or set of airplanes or rotorcraft, in an open flight deck area or in an enclosed cockpit, including the hardware and software for systems installed, necessary to simulate the airplane or rotorcraft in ground operations and flight operations;

[(2) Need not have a force (motion) cueing or visual system; and

[(3) Has been evaluated, qualified, and approved by the Administrator.

[(e) *Set of airplanes or rotorcraft* means airplanes or rotorcraft which all share similar performance characteristics, such as similar airspeed and altitude operating envelope, similar handling characteristics, and the same number and type of propulsion systems.]

[(Amdt. 61-100, Eff. 8/1/96)]

States, only when the Administrator finds that—

[(1) The pilot certificate is needed for the operation of a U.S.-registered civil aircraft; or

[(2) The flight instructor certificate is needed for the training of students who are citizens of the United States.

[(b) Training centers, and their satellite training centers certificated under part 142 of this chapter, may, outside the United States—

[(1) Prepare and recommend applicants for additional ratings and endorsements to certificates issued by the Administrator under the provisions of this part, and award additional ratings and endorsements within the authority granted to that training center by the Administrator; and

[(2) Prepare and recommend U.S. citizen applicants for airman certificates, and issue certificates to U.S. citizens within the authority granted to that training center by the Administrator.]

(Amdt. 61-72, Eff. 10/18/82); [(Amdt. 61-100, Eff. 8/1/96)]

§ 61.4 Qualification and approval of flight simulators and flight training devices.

(a) [Except as provided in paragraphs (b) and (c) of this section, each flight simulator and each flight training device, for which any airman is to receive credit for use in satisfying any training, testing, or checking requirement under this chapter, must be qualified and approved by the Administrator for—

(1) The training, testing, and checking for which it is used;

(2) Each maneuver, procedure, or crewmember function performed; and

(3) The representation of the specific category and class of aircraft, type aircraft, and particular variation within type of aircraft, or set of aircraft in the case of some flight training devices.

(b) [Any device found acceptable to, or approved by, the Administrator prior to August 2, 1996, which can be shown to function as originally designed, may be used for the same purposes for which it was originally accepted or approved and to the extent of such acceptance or approval only.

§ 61.5 Requirements for certificates, ratings, and authorizations.

(a) *Pilot certificate.* No person may act as pilot in command or in any other capacity as a required pilot flight crewmember of a civil aircraft of United States registry unless he has in his personal possession a current pilot certificate issued to him under this part. However, when the aircraft is operated within a foreign country a current pilot license issued by the country in which the aircraft is operated may be used.

(b) *Pilot certificate: Foreign aircraft.* No person may, within the United States, act as pilot in command or in any other capacity as a required pilot flight crewmember of a civil aircraft of foreign registry unless he has in his personal possession a current pilot certificate issued to him under this part, or a pilot license issued to him or validated for him by the country in which the aircraft is registered.

(c) *Medical certificate.* Except for free balloon pilots piloting balloons and glider pilots piloting gliders, no person may act as pilot in command or in any other capacity as a required pilot flight crewmember of an aircraft under a certificate issued to him under this part, unless he has in his personal possession an appropriate current medical certificate issued under part 67 of this chapter. However, when the aircraft is operated within a foreign country with a current pilot license issued by that country, evidence of current medical qualification for that license, issued by that country, may be used. In the case of a pilot certificate issued on the basis of a foreign pilot license under § 61.75, evidence of current medical qualification accepted for the issue of that license is used in place of a medical certificate.

(d) *Flight instructor certificate.* [Unless otherwise authorized by the Administrator, and except for lighter-than-air instruction in lighter-than-air aircraft, no person other than the holder of a flight instructor certificate issued in accordance with subpart G of this part, with an appropriate rating on that certificate, may—]

(1) Give any of the flight instruction required to qualify for a solo flight, solo crosscountry flight, or for the issue of a pilot or flight instructor certificate or rating;

flight rules, or in weather conditions less than the minimums prescribed for VFR flight unless—

(1) In the case of an airplane, he holds an instrument rating or an airline transport pilot certificate with an airplane category rating on it;

(2) In the case of a helicopter, he holds a helicopter instrument rating or an airline transport pilot certificate with a rotorcraft category and helicopter class rating not limited to VFR;

(3) In the case of a glider, he holds an instrument rating (airplane) or an airline transport pilot certificate with an airplane category rating; or

(4) In the case of an airship, he holds a commercial pilot certificate with lighter-than-air category and airship class ratings.

(f) Category II pilot authorization.

(1) **[(No person may act as pilot in command of a civil aircraft during Category II operations unless—**

[(i) That person holds a current Category II pilot authorization for that category or class of aircraft, and the type of aircraft, if applicable; or

[(ii) In the case of a civil aircraft of foreign registry, that person is authorized by the country of registry to act as pilot in command of that aircraft in Category II operations.

(2) [(No person may act as second in command of a civil aircraft during Category II operations unless that person—

[(i) Holds a valid pilot certificate with category and class ratings for that aircraft and a current instrument rating for that category aircraft;

[(ii) Holds an airline transport pilot certificate with category and class ratings for that aircraft; or

[(iii) In the case of a civil aircraft of foreign registry, is authorized by the country of registry to act as second in command of that aircraft during Category II operations.]]

(g) Category A aircraft pilot authorization. The Administrator may issue a certificate of authorization to the pilot of a small aircraft identified as a Category A aircraft in § 97.3(b)(1) of this chapter to use that aircraft in a Category II operation, if he finds that the proposed operation can be safely

medical certificate, authorization, or license required by this part shall present it for inspection upon the request of the Administrator, an authorized representative of the National Transportation Safety Board, or any Federal, State, or local law enforcement officer.

[(i) Category III pilot authorization.

[(1) No person may act as pilot in command of a civil aircraft during Category III operations unless—

[(i) That person holds a current Category III pilot authorization for that category or class of aircraft, and the type of aircraft, if applicable; or

[(ii) In the case of a civil aircraft of foreign registry, that person is authorized by the country of registry to act as pilot in command of that aircraft in Category III operations.

[(2) No person may act as second in command of a civil aircraft during Category III operations unless that person—

[(i) Holds a valid pilot certificate with category and class ratings for that aircraft and a current instrument rating for that category aircraft;

[(ii) Holds an airline transport pilot certificate with category and class ratings for that aircraft; or

[(iii) In the case of a civil aircraft of foreign registry, is authorized by the country of registry to act as second in command of that aircraft during Category III operations.

[(j) Exceptions. Paragraphs (f) and (i) of this section do not apply to operations conducted by the holder of a certificate issued under part 121 or part 135 of this chapter.】

(Amdt. 61-18, Eff. 9/26/65); (Amdt. 61-22, Eff. 9/19/66); (Amdt. 61-24, Eff. 10/17/66); (Amdt. 61-25, Eff. 11/19/66); (Amdt. 61-32, Eff. 8/7/67); (Amdt. 61-40, Eff. 5/10/68); (Amdt. 61-47, Eff. 4/30/70); (Amdt. 61-53, Eff. 5/9/71); (Amdt. 61-77, Eff. 1/6/87); [(Amdt. 61-100, Eff. 8/1/96)]

§ 61.66 Certificates and ratings issued under this part.

(a) The following certificates are issued under this part:

(2) Flight instructor certificates.

(b) The following ratings are placed on pilot certificates (other than student pilot) where applicable:

(1) Aircraft category ratings:

- (i) Airplane.
- (ii) Rotorcraft.
- (iii) Glider.
- (iv) Lighter-than-air.

(2) Airplane class ratings:

- (i) Single-engine land.
- (ii) Multiengine land.
- (iii) Single-engine sea.
- (iv) Multiengine sea.

(3) Rotorcraft class ratings:

- (i) Helicopter.
- (ii) Gyroplane.

(4) Lighter-than-air class ratings:

- (i) Airship.
- (ii) Free balloon.

(5) Aircraft type ratings are listed in Advisory Circular 61-1 entitled "Aircraft Type Ratings." This list includes ratings for the following:

- (i) Large aircraft, other than lighter-than-air.
- (ii) Small turbojet-powered airplanes.
- (iii) Small helicopters for operations requiring an airline transport pilot certificate.
- (iv) Other aircraft type ratings specified by the Administrator through aircraft type certificate procedures.

(6) Instrument ratings (on private and commercial pilot certificates only):

- (i) Instrument—airplanes.
- (ii) Instrument—helicopter.

(c) The following ratings are placed on flight instructor certificates where applicable:

(1) Aircraft category ratings:

- (i) Airplane.
- (ii) Rotorcraft.
- (iii) Glider.

(2) Airplane class ratings:

- (i) Single-engine.
- (ii) Multiengine.

(3) Rotorcraft class ratings:

- (i) Helicopter.
- (ii) Gyroplane.

[(Amdt. 61-100, Eff. 8/1/96)]

§ 61.7 Obsolete certificates and ratings.

(a) The holder of a free balloon pilot certificate issued before November 1, 1973, may not exercise the privileges of that certificate.

(b) The holder of a pilot certificate that bears any of the following category ratings without an associated class rating, may not exercise the privileges of that category rating:

- (1) Rotorcraft.
- (2) Lighter-than-air.
- (3) Helicopter.
- (4) Autogiro.

§ 61.9 Exchange of obsolete certificates and ratings for current certificates and ratings.

(a) The holder of an unexpired free balloon pilot certificate, or an unexpired pilot certificate with an obsolete category rating listed in § 61.7(b) of this part may exchange that certificate for a certificate with the following applicable category and class rating, without a further showing of competency, until October 31, 1975. After that date, a free balloon pilot certificate or certificate with an obsolete rating expires.

(b) *Private or commercial pilot certificate with rotorcraft category rating.* The holder of a private or commercial pilot certificate with a rotorcraft category rating is issued that certificate with a rotorcraft category rating, and a helicopter or gyroplane class rating, depending upon whether a helicopter or a gyroplane is used to qualify for the rotorcraft category rating.

(c) *Private or commercial pilot certificate with helicopter or autogiro category rating.* The holder of a private or commercial pilot certificate with a helicopter or autogiro category rating is issued that certificate with a rotorcraft category rating and a helicopter class rating (in the case of a helicopter category rating), or a gyroplane class rating (in the case of an autogiro rating).

(d) *Airline transport pilot certificate with helicopter or autogiro category rating.* The holder of an airline transport pilot certificate with a helicopter or autogiro category rating is issued that certificate

holder of an airline transport pilot certificate with a rotorcraft category rating (without a class rating) is issued that certificate with a rotorcraft category rating limited to VFR, and a helicopter and type rating or a gyroplane class rating, depending upon whether a helicopter or gyroplane is used to qualify for the rotorcraft category rating.

(f) *Free balloon pilot certificate.* The holder of a free balloon pilot certificate is issued a commercial pilot certificate with a lighter-than-air category rating and a free balloon class rating. However, a free balloon class rating may be issued with the limitations provided in § 61.141.

(g) *Lighter-than-air pilot certificate or pilot certificate with lighter-than-air category (without a class rating).*

(1) In the case of an application made before November 1, 1975, the holder of a lighter-than-air pilot certificate or a pilot certificate with a lighter-than-air category rating (without a class rating) is issued a private or commercial pilot certificate, as appropriate, with a lighter-than-air category rating and airship and free balloon class ratings.

(2) In the case of an application made after October 31, 1975, the holder of a lighter-than-air pilot certificate with an airship rating issued prior to November 1, 1973, may be issued a free balloon class rating upon passing the appropriate flight test in a free balloon.

(Amdt. 61-14, Eff. 4/3/65); (Amdt. 61-18, Eff. 9/26/65); (Amdt. 61-25, Eff. 11/19/66); (Amdt. 61-33, Eff. 6/15/67); (Amdt. 61-38, Eff. 12/21/67); (Amdt. 61-64, Eff. 12/22/76)

§ 61.11 Expired pilot certificates and reissuance.

(a) No person who holds an expired pilot certificate or rating may exercise the privileges of that pilot certificate, or rating.

(b) Except as provided, the following certificates and ratings have expired and are not reissued:

(1) An airline transport pilot certificate issued before May 1, 1949, or containing a horsepower rating. However, an airline transport pilot certificate bearing an expiration date and issued after April 30, 1949, may be reissued without an

and bearing an expiration date, may be reissued without an expiration date.

(c) A private or commercial pilot certificate or a special purpose pilot certificate, issued on the basis of a foreign pilot license, expires on the expiration date stated thereon. A certificate without an expiration date is issued to the holder of the expired certificate only if he meets the requirements of § 61.75 of this part for the issue of a pilot certificate based on a foreign pilot license.

§ 61.13 Application and qualification.

(a) An application for a certificate and rating or for an additional rating under this part is made on a form and in a manner prescribed by the Administrator. Each person who is neither a United States citizen nor a resident alien must show evidence that the fee prescribed by appendix A of part 187 of this chapter has been paid if that person—

(1) Applies for a student pilot certificate to be issued outside the United States; or

(2) Applies for a written or practical test to be administered outside the United States for any certificate or rating issued under this part.

(b) An applicant who meets the requirements of this part is entitled to an appropriate pilot certificate with aircraft ratings. Additional aircraft category, class, type and other ratings, for which the applicant is qualified, are added to his certificate. However, the Administrator may refuse to issue certificates to persons who are not citizens of the United States and who do not reside in the United States.

(c) An applicant who cannot comply with all of the flight proficiency requirements prescribed by this part because the aircraft used by him for his flight training or flight test is characteristically incapable of performing a required pilot operation, but who meets all other requirements for the certificate or rating sought, is issued the certificate or rating with appropriate limitations.

(d) An applicant for a pilot certificate who holds a medical certificate under § 67.19 of this chapter with special limitations on it, but who meets all other requirements for that pilot certificate, is issued a pilot certificate containing such operating limitations as the Administrator determines are necessary because of the applicant's medical deficiency.

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[(2) Upon original issue the authorization contains a visibility limitation—

(i) For Category II operations, the limitation is 1,600 feet RVR and a 150-foot decision height; and

(ii) For Category III operations, each initial limitation is specified in the authorization document.

[(3) Limitations on an authorization may be removed as follows:

(i) In the case of Category II limitations, a limitation is removed when the holder shows that, since the beginning of the sixth preceding month, the holder has made three Category II ILS approaches with a 150-foot decision height to a landing under actual or simulated instrument conditions.

(ii) In the case of Category III limitations, a limitation is removed as specified in the authorization.

[(4) To meet the experience requirement of paragraph (e)(3) of this section, and for the practical test required by this part for a Category II or a Category III authorization, a flight simulator or flight training device may be used if it is approved by the Administrator for such use.]

(f) Unless authorized by the Administrator—

(1) A person whose pilot certificate is suspended may not apply for any pilot or flight instructor certificate or rating during the period of suspension; and

(2) A person whose flight instructor certificate only is suspended may not apply for any rating to be added to that certificate during the period of suspension.

(g) Unless the order of revocation provides otherwise—

(1) A person whose pilot certificate is revoked may not apply for any pilot or flight instructor certificate or rating for one year after the date of revocation; and

(2) A person whose flight instructor certificate only is revoked may not apply for any flight

§ 61.14 Refusal to submit to a drug [or alcohol] test.

[(a) This section applies to an employee who performs a function listed in appendix I or appendix J to part 121 of this chapter directly or by contract for a part 121 certificate holder, a part 135 certificate holder, or an operator as defined in § 135.1(c) of this chapter.

(b) Refusal by the holder of a certificate issued under this part to take a drug test required under the provisions of appendix I to part 121 or an alcohol test required under the provisions of appendix J to part 121 is grounds for—

(1) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of such refusal; and

(2) Suspension or revocation of any certificate or rating issued under this part.]

Docket No. 25148 (53 FR 47056) Eff. 11/21/88; (Amdt. 61–81, Eff. 12/21/88); (Amdt. 61–83, Eff. 4/11/89); [(Amdt. 61–94, Eff. 3/17/94)]

§ 61.15 Offenses involving alcohol or drugs.

(a) A conviction for the violation of any Federal or state statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marihuana, or depressant or stimulant drugs or substances is grounds for—

(1) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of final conviction; or

(2) Suspension or revocation of any certificate or rating issued under this part.

(b) The commission of an act prohibited by § 91.17(a) or § 91.19(a) of this chapter is grounds for—

(1) Denial of an application for a certificate or rating issued under this part for a period of up to 1 year after the date of that act; or

(2) Suspension or revocation of any certificate or rating issued under this part.

by alcohol or a drug, or while under the influence of alcohol or a drug;

(2) The cancellation, suspension, or revocation of a license to operate a motor vehicle by a state after November 29, 1990, for a cause related to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug; or

(3) The denial after November 29, 1990, of an application for a license to operate a motor vehicle by a state for a cause related to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug.

(d) Except in the case of a motor vehicle action that results from the same incident or arises out of the same factual circumstances, a motor vehicle action occurring within 3 years of a previous motor vehicle action is grounds for—

(1) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of the last motor vehicle action; or

(2) Suspension or revocation of any certificate or rating issued under this part.

(e) Each person holding a certificate issued under this part shall provide a written report of each motor vehicle action to the FAA, Civil Aviation Security Division (AAC-700), P.O. Box 25810, Oklahoma City, OK 73125, not later than 60 days after the motor vehicle action. The report must include—

(1) The person's name, address, date of birth, and airman certificate number;

(2) The type of violation that resulted in the conviction or the administrative action;

(3) The date of the conviction or administrative action;

(4) The state that holds the record of conviction or administrative action; and

(5) A statement of whether the motor vehicle action resulted from the same incident or arose out of the same factual circumstances related to a previously-reported motor vehicle action.

(f) Failure to comply with paragraph (e) of this section is grounds for—

Docket No. 21956 (50 FR 15379) Eff. 4/17/85; (Amdt. 61-1, Eff. 11/1/62); (Amdt. 61-14, Eff. 4/3/65); (Amdt. 61-20, Eff. 12/16/65); (Amdt. 61-24, Eff. 10/17/66); (Amdt. 61-40, Eff. 5/10/68); (Amdt. 61-44, Eff. 11/22/69); (Amdt. 61-74, Eff. 6/17/85); (Amdt. 61-84, Eff. 8/18/90); (Amdt. 61-87, Eff. 11/29/90)

§61.16 Refusal to submit to an alcohol test or to furnish test results.

A refusal to submit to a test to indicate the percentage by weight of alcohol in the blood, when requested by a law enforcement officer in accordance with §91.17(c) of this chapter, or a refusal to furnish or authorize the release of the test results requested by the Administrator in accordance with §91.17(c) or (d) of this chapter, is grounds for—

(a) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of that refusal; or

(b) Suspension or revocation of any certificate or rating issued under this part.

Docket No. 21956 (51 FR 1229) Eff. 1/9/86; (Amdt. 61-20, Eff. 12/16/65); (Amdt. 61-40, Eff. 5/10/68); (Amdt. 61-44, Eff. 11/22/69); (Amdt. 61-74, Eff. 6/17/85); (Amdt. 61-76, Eff. 4/9/86); (Amdt. 61-84, Eff. 8/18/90)

§61.17 Temporary certificate.

(a) A temporary pilot or flight instructor certificate, or a rating, effective for a period of not more than 120 days, is issued to a qualified applicant pending a review of his qualifications and the issuance of a permanent certificate or rating by the Administrator. The permanent certificate or rating is issued to an applicant found qualified and a denial thereof is issued to an applicant found not qualified.

(b) A temporary certificate issued under paragraph (a) of this section expires—

(1) At the end of the expiration date stated thereon; or

(2) Upon receipt by the applicant of—

(i) The certificate or rating sought; or

§61.19 Duration of pilot and flight instructor certificates.

(a) *General.* The holder of a certificate with an expiration date may not, after that date, exercise the privileges of that certificate.

(b) *Student pilot certificate.* A student pilot certificate expires at the end of the 24th month after the month in which it is issued.

(c) *Other pilot certificates.* Any pilot certificate (other than a student pilot certificate) issued under this part is issued without a specific expiration date. However, the holder of a pilot certificate issued on the basis of a foreign pilot license may exercise the privileges of that certificate only while the foreign pilot license on which that certificate is based is effective.

(d) *Flight instructor certificate.* A flight instructor certificate—

(1) Is effective only while the holder has a current pilot certificate and a medical certificate appropriate to the pilot privileges being exercised; and

(2) Expires at the end of the 24th month after the month in which it was last issued or renewed.

(e) *Surrender, suspension, or revocation.* Any pilot certificate or flight instructor certificate issued under this part ceases to be effective if it is surrendered, suspended, or revoked.

(f) *Return of certificate.* The holder of any certificate issued under this part that is suspended or revoked shall, upon the Administrator's request, return it to the Administrator.

(Amdt. 61-11, Eff. 12/4/64)

§61.21 [Duration of Category II and Category III pilot authorization (for other than part 121 and part 135 use).]

[A Category II pilot authorization and a Category III pilot authorization expire on the last day of the sixth month after the month last issued or renewed.] Upon passing a practical test it is renewed for each type aircraft for which an authorization is held. However, an authorization for any particular type aircraft for which an authorization is held will not be renewed to extend beyond

(Amdt. 61-16, Eff. 5/10/65); (Amdt. 61-18, Eff. 9/26/65); (Amdt. 61-21, Eff. 6/26/66); (Amdt. 61-29, Eff. 4/23/67); (Amdt. 61-50, Eff. 9/11/70); (Amdt. 61-77, Eff. 1/6/87); [(Amdt. 61-100, Eff. 8/1/96)]

§61.23 Duration of medical certificates.

(a) A first-class medical certificate expires at the end of the last day of—

(1) The sixth month after the month of the date of examination shown on the certificate, for operations requiring an airline transport pilot certificate;

(2) The 12th month after the month of the date of examination shown on the certificate, for operations requiring only a commercial pilot certificate.

(3) [The period specified in paragraph (c) of this section for operations requiring only a private, recreational, or student pilot certificate.]

(b) A second-class medical certificate expires at the end of the last day of—

(1) The 12th month after the month of the date of examination shown on the certificate, for operations requiring a commercial pilot certificate, or an air traffic control tower operator certificate; and

(2) [The period specified in paragraph (c) of this section for operations requiring only a private, recreational, or student pilot certificate.]

(c) [A third-class medical certificate for operations requiring a private, recreational, or student pilot certificate issued—

[(1) Before September 16, 1996, expires at the end of the 24th month after the month of the date of examination shown on the certificate.

[(2) On or after September 16, 1996, expires at the end of the:

[(i) 36th month after the month of the date of the examination shown on the certificate if the person has not reached his or her 40th birthday on or before the date of the examination; or

[(ii) 24th month after the month of the date of the examination shown on the certificate

§ 61.25 Change of name.

An application for the change of a name on a certificate issued under this part must be accompanied by the applicant's current certificate and a copy of the marriage license, court order, or other document verifying the change. The documents are returned to the applicant after inspection.

(Amdt. 61-14, Eff. 4/3/65)

§ 61.27 Voluntary surrender or exchange of certificate.

The holder of a certificate issued under this part may voluntarily surrender it for cancellation, or for the issue of a certificate of lower grade, or another certificate with specific ratings deleted. If he so requests, he must include the following signed statement or its equivalent:

"This request is made for my own reasons, with full knowledge that my (insert name of certificate or rating, as appropriate) may not be reissued to me unless I again pass the tests prescribed for its issue."

(Amdt. 61-1, Eff. 11/1/62); (Amdt. 61-14, Eff. 4/3/65); (Amdt. 61-17, Eff. 5/13/65); (Amdt. 61-18, Eff. 9/26/65); (Amdt. 61-19, Eff. 9/1/65); (Amdt. 61-25, Eff. 11/19/66); (Amdt. 61-27, Eff. 4/15/67); (Amdt. 61-29, Eff. 4/23/67)

§ 61.29 Replacement of lost or destroyed certificate.

(a) An application for the replacement of a lost or destroyed airman certificate issued under this part is made by letter to the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, P.O. Box 25082, Oklahoma City, OK 73125. The letter must—

(1) State the name of the person to whom the certificate was issued, the permanent mailing address (including zip code), social security number (if any), date and place of birth of the certificate holder, and any available information regarding the grade, number, and date of issue of the certificate, and the ratings on it; and

(2) Be accompanied by a check or money order for \$2.00, payable to the Federal Aviation Administration.

for \$2.00.

(c) A person who has lost a certificate issued under this part, or a medical certificate issued under part 67 of this chapter, or both, may obtain a telegram from the FAA confirming that it was issued. The telegram may be carried as a certificate for a period not to exceed 60 days pending his receipt of a duplicate certificate under paragraph (a) or (b) of this section, unless he has been notified that the certificate has been suspended or revoked. The request for such a telegram may be made by letter or prepaid telegram, including the date upon which a duplicate certificate was previously requested, if a request had been made, and a money order for the cost of the duplicate certificate. The request for a telegraphic certificate is sent to the office listed in paragraph (a) or (b) of this section, as appropriate. However, a request for both airman and medical certificates at the same time must be sent to the office prescribed in paragraph (a) of this section.

(Amdt. 61-23, Eff. 7/6/66); (Amdt. 61-25, Eff. 11/19/66)

§ 61.31 General limitations.

(a) *Type ratings required.* A person may not act as pilot in command of any of the following aircraft unless he holds a type rating for that aircraft:

- (1) A large aircraft (except lighter-than-air).
- (2) A helicopter, for operations requiring an airline transport pilot certificate.
- (3) A turbojet powered airplane.

(4) Other aircraft specified by the Administrator through aircraft type certificate procedures.

(b) *Authorization in lieu of a type rating.*

(1) In lieu of a type rating required under paragraphs (a) (1), (3), and (4) of this section, an aircraft may be operated under an authorization issued by the Administrator, for a flight or series of flights within the United States, if—

(i) The particular operation for which the authorization is requested involves a ferry flight, a practice or training flight, a flight test for a pilot type rating, or a test flight of an aircraft, for a period that does not exceed 60 days;

(2) Aircraft operated under an authorization issued under this paragraph—

(i) May not be operated for compensation or hire; and

(ii) May carry only flight crewmembers necessary for the flight.

(3) An authorization issued under this paragraph may be reissued for an additional 60-day period for the same operation if the applicant shows that he was prevented from carrying out the purpose of the particular operation before his authorization expired.

The prohibition of paragraph (b)(2)(i) of this section does not prohibit compensation for the use of an aircraft by a pilot solely to prepare for or take a flight test for a type rating.

(c) *Category and class rating: Carrying another person or operating for compensation or hire.* Unless he holds a category and class rating for that aircraft, a person may not act as pilot in command of an aircraft that is carrying another person or is operated for compensation or hire. In addition, he may not act as pilot in command of that aircraft for compensation or hire.

(d) *Category and class rating: Other operations.* No person may act as pilot in command of an aircraft in solo flight in operations not subject to paragraph (c) of this section, unless he meets at least one of the following:

(1) He holds a category and class rating appropriate to that aircraft.

(2) He has received flight instruction in the pilot operations required by this part, appropriate to the category and class of aircraft for first solo, given to him by a certificated flight instructor who found him competent to solo that category and class of aircraft and has so endorsed his pilot logbook.

(3) He has soloed and logged pilot-incommand time in that category and class of aircraft before November 1, 1973.

(e) *High performance airplanes.* A person holding a private or commercial pilot certificate may not act as pilot in command of an airplane that has more than 200 horsepower, or that has a retractable landing gear, flaps, and a controllable propeller, unless he has received flight instruction from an authorized flight instructor who has certified in

planes before November 1, 1973.

[(f) *High altitude airplanes.*

[(1) Except as provided in paragraph (f)(2) of this section, no person may act as pilot in command of a pressurized airplane that has a service ceiling or maximum operating altitude, whichever is lower, above 25,000 feet MSL unless that person has completed the ground and flight training specified in paragraphs (f)(1)(i) and (ii) of this section and has received a logbook or training record endorsement from an authorized instructor certifying satisfactory completion of the training. The training shall consist of:

[(i) Ground training that includes instruction on high altitude aerodynamics and meteorology; respiration; effects, symptoms, and causes of hypoxia and any other high altitude sicknesses; duration of consciousness without supplemental oxygen; effects of prolonged usage of supplemental oxygen; causes and effects of gas expansion and gas bubble formations; preventive measures for eliminating gas expansion, gas bubble formations, and high altitude sicknesses; physical phenomena and incidents of decompression; and any other physiological aspects of high altitude flight; and

[(ii) Flight training in an airplane, or in a simulator that meets the requirements of § 121.407 of this chapter, and which is representative of an airplane as described in paragraph (f)(1) of this section. This training shall include normal cruise flight operations while operating above 25,000 feet MSL; the proper emergency procedures for simulated rapid decompression without actually depressurizing the airplane; and emergency descent procedures;

[(2) The training required in paragraph (f)(1) of this section is not required if a person can document accomplishment of any of the following in an airplane, or in a simulator that meets the requirements of § 121.407 of this section, and that is representative of an airplane described in paragraph (f)(1) of this section:

[(i) Served as pilot in command prior to April 15, 1991;

6/66); (Amdt. 61-33, Eff. 6/15/67)
[(iv) Completed a pilot-in-command proficiency check under parts 121, 125, or 135 conducted by the FAA or by an approved pilot check airman.

[(g) *Tailwheel Airplanes*. No person may act as pilot in command of a tailwheel airplane unless that pilot has received flight instruction from an authorized flight instructor who has found the pilot competent to operate a tailwheel airplane and has made a one time endorsement so stating in the pilot's logbook. The endorsement must certify that the pilot is competent in normal and crosswind takeoffs and landings, wheel landings unless the manufacturer has recommended against such landings, and go-around procedures. This endorsement is not required if a pilot has logged flight time as pilot in command of tailwheel airplanes prior to April 15, 1991.]

[(h) *Exception*. This section does not require a class rating for gliders, or category and class ratings for aircraft that are not type certificated as airplanes, rotorcraft, or lighter-than-air aircraft. In addition, the rating limitations of this section do not apply to—

- (1) The holder of a student pilot certificate;
- (2) The holder of a recreational pilot certificate when operating under the provisions of § 61.101(f), (g), and (h).
- (3) The holder of a pilot certificate when operating an aircraft under the authority of an experimental or provisional type certificate;
- (4) An applicant when taking a flight test given by the Administrator; or
- (5) The holder of a pilot certificate with a lighter-than-air category rating when operating a hot air balloon without an airborne heater.

(Amdt. 61-1, Eff. 11/1/62); (Amdt. 61-5, Eff. 10/22/63); (Amdt. 61-14, Eff. 4/3/65); (Amdt. 61-24, Eff. 10/17/66); (Amdt. 61-35, Eff. 7/20/67); (Amdt. 61-36, Eff. 11/5/67); (Amdt. 61-44, Eff. 11/22/69); (Amdt. 61-82, Eff. 8/31/89); [(Amdt. 61-90, Eff. 4/15/91)]

§ 61.35 Written test: Prerequisites and passing grades.

(a) An applicant for a written test must—

(1) Show that he has satisfactorily completed the ground instruction or home study course required by this part for the certificate or rating sought;

(2) Present as personal identification an airman certificate, driver's license, or other official document; and

(3) Present a birth certificate or other official document showing that he meets the age requirement prescribed in this part for the certificate sought not later than 2 years from the date of application for the test.

(b) The minimum passing grade is specified by the Administrator on each written test sheet or booklet furnished to the applicant.

This section does not apply to the written test for an airline transport pilot certificate or a rating associated with that certificate.

(Amdt. 61-9, Eff. 7/27/64); (Amdt. 61-24, Eff. 10/17/66); (Amdt. 61-44, Eff. 11/22/69)

§ 61.37 Written tests: Cheating or other unauthorized conduct.

(a) Except as authorized by the Administrator, no person may—

(1) Copy, or intentionally remove, a written test under this part;

(2) Give to another, or receive from another, any part or copy of that test;

(3) Give help on that test to, or receive help on that test from, any person during the period that test is being given;

(4) Take any part of that test in behalf of another person;

(5) Use any material or aid during the period that test is being given; or

therefor, under this chapter for a period of one year after the date of that act. In addition, the commission of that act is a basis for suspending or revoking any airman or ground instructor certificate or rating held by that person.

(Amdt. 61-24, Eff. 10/17/66); (Amdt. 61-28, Eff. 5/17/67); (Amdt. 61-32, Eff. 8/7/67)

§ 61.39 Prerequisites for flight tests.

(a) To be eligible for a flight test for a certificate, or an aircraft or instrument rating issued under this part, the applicant must—

(1) Have passed any required written test since the beginning of the 24th month before the month in which he takes the flight test;

(2) Have the applicable instruction and aeronautical experience prescribed in this part;

(3) Hold a current medical certificate appropriate to the certificate the applicant seeks or, in the case of a rating to be added to the applicant's pilot certificate, at least a current third-class medical certificate issued under part 67 of this chapter;

(4) Except for a flight test for an airline transport pilot certificate, meet the age requirement for the issuance of the certificate or rating he seeks; and

(5) Have a written statement from an appropriately certificated flight instructor certifying that he has given the applicant flight instruction in preparation for the flight test within 60 days preceding the date of application, and finds him competent to pass the test and to have satisfactory knowledge of the subject areas in which he is shown to be deficient by his FAA airman written test report. However, an applicant need not have this written statement if he—

(i) Holds a foreign pilot license issued by a contracting State to the Convention on International Civil Aviation that authorizes at least the pilot privileges of the airman certificate sought by him;

(ii) Is applying for a type rating only, or a class rating with an associated type rating; or

(iii) Is applying for an airline transport pilot certificate or an additional aircraft rating on that certificate.

[(7) If all increments of the practical test are not satisfactorily completed within 60 calendar days as required by paragraph (a)(6) of this section, the applicant must retake the entire practical test, including those increments satisfactorily completed.]

(b) Notwithstanding the provisions of paragraph (a)(1) of this section, an applicant for an airline transport pilot certificate or rating may take the flight test for that certificate or rating if—

(1) The applicant—

(i) Within the period ending 24 calendar months after the month in which the applicant passed the first of any required written tests, was employed as a flight crewmember by a U.S. air carrier or commercial operator operating either under part 121 or as a commuter air carrier under part 135 (as defined in part 298 of this title) and is employed by such a certificate holder at the time of the flight test;

(ii) Has completed initial training, and, if appropriate, transition or upgrade training; and

(iii) Meets the recurrent training requirements of the applicable part; or

(2) Within the period ending 24 calendar months after the month in which the applicant passed the first of any required written tests, the applicant participated as a pilot in a pilot training program of a U.S. scheduled military air transportation service and is currently participating in that program.

(Amdt. 61-14, Eff. 4/3/65); (Amdt. 61-18, Eff. 9/26/65); (Amdt. 61-20, Eff. 12/16/65); (Amdt. 61-25, Eff. 11/19/66); (Amdt. 61-40, Eff. 5/10/68); (Amdt. 61-44, Eff. 11/22/69); (Amdt. 61-71, Eff. 4/28/82); (Amdt. 61-99, Eff. 9/16/96); [(Amdt. 61-100, Eff. 8/1/96)]

§ 61.41 Flight instruction received from flight instructors not certificated by FAA.

Flight instruction may be credited toward the requirements for a pilot certificate or rating issued under this part if it is received from—

(a) An Armed Force of either the United States or a foreign contracting State to the Convention on International Civil Aviation in a program for training military pilots; or

§ 61.43 Flight tests: General procedures.

(a) The ability of an applicant for a private or commercial pilot certificate, or for an aircraft or instrument rating on that certificate to perform the required pilot operations is based on the following:

- (1) Executing procedures and maneuvers within the aircraft's performance capabilities and limitations, including use of the aircraft's systems.
- (2) Executing emergency procedures and maneuvers appropriate to the aircraft.
- (3) Piloting the aircraft with smoothness and accuracy.
- (4) Exercising judgment.
- (5) Applying his aeronautical knowledge.
- (6) Showing that he is the master of the aircraft, with the successful outcome of a procedure or maneuver never seriously in doubt.

(b) If the applicant fails any of the required pilot operations in accordance with the applicable provisions of paragraph (a) of this section, the applicant fails the flight test. The applicant is not eligible for the certificate or rating sought until he passes any pilot operations he has failed.

(c) The examiner or the applicant may discontinue the test at any time when the failure of a required pilot operation makes the applicant ineligible for the certificate or rating sought. If the test is discontinued the applicant is entitled to credit for only those entire pilot operations that he has successfully performed.

(Amdt. 61-1, Eff. 11/1/62); (Amdt. 61-14, Eff. 4/3/65)

§ 61.45 [Practical] tests: Required aircraft and equipment.

(a) *General.* [Except when an applicant for a certificate or rating under this part is permitted to accomplish the entire flight increment of the practical test in a qualified and approved flight simulator or in a qualified and approved flight training device:

- [(1) The applicant must furnish for each required test, except as provided by paragraph (a)(2) of this section, an aircraft of U.S. registry—

[(2) At the discretion of the person authorized by the Administrator to conduct the test, the applicant may furnish—

[(i) An aircraft that has a current airworthiness certificate other than standard or limited, but that otherwise meets the requirement of paragraph (a)(1) of this section;

[(ii) An aircraft of the category and class, and type aircraft, if applicable, of foreign registry that is certificated by the country of registry; or

[(iii) A military aircraft of the category and class aircraft, and type aircraft, if applicable, for which the applicant is applying for a certificate or rating.]

(b) *Required equipment (other than controls).* Aircraft furnished for a flight test must have—

(1) The equipment for each pilot operation required for the flight test;

(2) No prescribed operating limitations that prohibit its use in any pilot operation required on the test;

(3) Pilot seats with adequate visibility for each pilot to operate the aircraft safely, except as provided in paragraph (d) of this section; and

(4) Cockpit and outside visibility adequate to evaluate the performance of the applicant, where an additional jump seat is provided for the examiner.

(c) *Required controls.* [An applicant must furnish for each practical test an aircraft—

[(1) (Other than lighter-than-air) listed in paragraph (a) of this section.

[(2) That has engine controls and flight controls—

[(i) That are easily reached; and

[(ii) Unless the evaluator conducting the test accepts otherwise, that can be operated in a conventional manner by the applicant, other required crewmembers, and the evaluator if the evaluator occupies a pilot's seat.

(d) *Simulated instrument flight equipment.* [An applicant for any practical test involving flight maneuvers and flight procedures accomplished solely by reference to instruments, must furnish equipment that—

[(1) Excludes the applicant's visual reference to objects outside the aircraft; and

In such case, the examiner determines the competence of the applicant by observation from the ground or from another aircraft.

(1) A flight test for addition of a class or type rating, not involving demonstration of instrument skills, to a private or commercial pilot certificate.

(2) A flight test in a single-place gyroplane for—

(i) A private pilot certificate with a rotorcraft category rating and gyroplane class rating, in which case the certificate bears the limitation “rotorcraft single-place gyroplane only;” or

(ii) Addition of a rotorcraft category rating and gyroplane class rating to a pilot certificate, in which case a certificate higher than a private pilot certificate bears the limitation “rotorcraft single-place gyroplane, private pilot privileges, only.”

The limitations prescribed by this subparagraph may be removed if the holder of the certificate passes the appropriate flight test in a gyroplane with two pilot stations or otherwise passes the appropriate flight test for a rotorcraft category rating.

(Amdt. 61-4, Eff. 9/16/63); [(Amdt. 61-100, Eff. 8/1/96)]

§ 61.47 Flight tests: Status of FAA inspectors and other authorized flight examiners.

An FAA inspector or other authorized flight examiner conducts the flight test of an applicant for a pilot certificate or rating for the purpose of observing the applicant's ability to perform satisfactorily the procedures and maneuvers on the flight test. The inspector or other examiner is not pilot in command of the aircraft during the flight test unless he acts in that capacity for the flight, or portion of the flight, by prior arrangement with the applicant or other person who would otherwise act as pilot in command of the flight, or portion of the flight. Notwithstanding the type of aircraft used during a flight test, the applicant and the inspector or other examiner are not, with respect to each other (or other occupants authorized by the inspector or other examiner), subject to the

§ 61.49 Retesting after failure.

[(a) An applicant for a written or practical test who fails that test may not apply for retesting until 30 days after the date the test was failed. However, in the case of a first failure, the applicant may apply for retesting before the 30 days have expired provided the applicant presents a logbook or training record endorsement from an authorized instructor who has given the applicant remedial instruction and finds the applicant competent to pass the test.

[(b) An applicant for a flight instructor certificate with an airplane category rating, or for a flight instructor certificate with a glider category rating, who has failed the practical test due to deficiencies of knowledge or skill relating to stall awareness, spin entry, spins, or spin recovery techniques must, during the retest, satisfactorily demonstrate both knowledge and skill in these areas in an aircraft of the appropriate category that is certificated for spins.]

(Amdt. 61-14, Eff. 4/3/65); (Amdt. 61-25, Eff. 11/19/66); [(Amdt. 61-90, Eff. 4/15/91)]

§ 61.51 Pilot logbooks.

(a) The aeronautical training and experience used to meet the requirements for a certificate or rating, or the recent flight experience requirements of this part must be shown by a reliable record. The logging of other flight time is not required.

(b) *Logbook entries.* Each pilot shall enter the following information for each flight or lesson logged:

(1) General.

(i) Date.

(ii) Total time of flight or flight lesson.

(iii) Except for simulated flight, the place, or points of departure and arrival.

(iv) Type and identification of aircraft, flight simulator, or flight training device.

(2) Type of pilot experience or training.

(i) Pilot in command or solo.

(ii) Second in command.

(iii) Flight instruction received from an authorized flight instructor.

(iv) Instrument flight instruction from an authorized flight instructor.

- (i) Day or night.
- (ii) Actual instrument.
- (iii) Simulated instrument conditions in actual flight, in a flight simulator, or in a flight training device.

(c) *Logging of pilot time.*

(1) *Solo flight time.* A pilot may log as solo flight time only that flight time when he is the sole occupant of the aircraft. However, a student pilot may also log as solo flight time that time during which he acts as the pilot in command of an airship requiring more than one flight crew-member.

(2) *Pilot-in-command flight time.*

(i) A private or commercial pilot may log as pilot-in-command time that flight time when the pilot is—

(A) The sole manipulator of the controls of an aircraft for which the pilot is rated; or

[(B) The sole occupant of the aircraft; or]

[(C)] Acting as pilot in command of an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulation under which the flight is conducted.

(ii) An airline transport pilot may log as pilot in command time all of the flight time during which he acts as pilot-in-command.

(iii) A certificated flight instructor may log as pilot-in-command time all flight time during which he acts as a flight instructor.

(iv) A recreational pilot may log as pilot-in-command time only that time when the pilot is the sole manipulator of the controls of an aircraft for which the pilot is rated.

(3) *Second-in-command flight time.* A pilot may log as second in command time all flight time during which he acts as second-in-command of an aircraft on which more than one pilot is required under the type certification of the aircraft, or the regulations under which the flight is conducted.

(4) *Instrument flight time.*

(i) Except as provided in paragraph (c)(4)(iv) of this section, a pilot may log as instrument flight time only that time when the pilot oper-

may be used, provided an authorized instructor is present during the simulated flight.

(iii) Each entry in the pilot logbook must include—

(A) The place and type of each instrument approach completed; and

(B) The name of the safety pilot for each simulated instrument flight conducted in flight.

(iv) An instrument flight instructor conducting instrument flight instruction in actual instrument weather conditions may log instrument time.

(5) *Instruction time.* All time logged as instruction time must be certified by the authorized instructor from whom it was received.

(d) *Presentation of logbook.*

(1) A pilot must present his logbook (or other record required by this section) for inspection upon reasonable request by the Administrator, an authorized representative of the National Transportation Safety Board, or any State or local law enforcement officer.

(2) A student pilot must carry his logbook (or other record required by this section) with him on all solo cross-country flights, as evidence of the required instructor clearances and endorsements.

(3) A recreational pilot must carry his or her logbook that has the required instructor endorsement on all solo flights—

(i) In excess of 50 nautical miles from an airport at which instruction as received;

(ii) In airspace in which communication with air traffic control is required;

(iii) Between sunset and sunrises; and

(iv) In an aircraft for which the pilot is not rated.

(Amdt. 61-51, Eff. 9/4/70); (Amdt. 61-82, Eff. 8/31/89); (Amdt. 61-100, Eff. 8/1/96); [(Amdt. 61-101, Eff. 3/21/97)]

§ 61.53 Operations during medical deficiency.

No person may act as pilot in command, or in any other capacity as a required pilot flight crew-member while he has a known medical deficiency, or increase of a known medical deficiency, that

of an aircraft type certificated for more than one required pilot flight crewmember unless that person holds—

(1) At least a current private pilot certificate with appropriate category and class ratings; and

(2) An appropriate instrument rating in the case of flight under IFR.

(b) Except as provided in paragraph (d) of this section, no person may serve as second in command of an aircraft type certificated for more than one required pilot flight crewmember unless, since the beginning of the 12th calendar month before the month in which the pilot serves, the pilot has, with respect to that type of aircraft—

(1) Become familiar with all information concerning the aircraft's powerplant, major components and systems, major appliances, performance and limitations, standard and emergency operating procedures, and the contents of the approved aircraft flight manual or approved flight manual material, placards, and markings.

(2) Except as provided in paragraph (e) of this section, performed and logged—

(i) Three takeoffs and three landings to a full stop in the aircraft as the sole manipulator of the flight controls; and

(ii) Engine-out procedures and maneuvering with an engine out while executing the duties of a pilot in command.

[(3) Except as provided in paragraph (b)(4) of this section, the requirements of paragraph (b)(2) may be accomplished in a flight simulator that is—]

(i) Qualified and approved by the Administrator for such purposes; and

(ii) Used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(4) An applicant for an initial second-in-command qualification for a particular type of aircraft who is qualifying under the terms of paragraph (b)(3) of this section shall satisfactorily complete a minimum of one takeoff and one landing in an aircraft of the same type for which the qualification is sought.

For the purpose of meeting the requirements of paragraph (b)(2) of this section, a person may act as second in command of a flight under day VFR

he is considered to have complied with them in the month they are due.

(d) This section does not apply to a pilot who—

(1) Meets the pilot in command proficiency check requirements of part 121, 125, 127, or 135 of this chapter;

(2) Is designated as the second in command of an aircraft operated under the provisions of part 121, 125, 127, or 135 of this chapter; or

(3) Is designated as the second in command of an aircraft for the purpose of receiving flight training required by this section and no passengers or cargo are carried on that aircraft.

(e) The holder of a commercial or airline transport pilot certificate with appropriate category and class ratings need not meet the requirements of paragraph (b)(2) of this section for the conduct of ferry flights, aircraft flight tests, or airborne equipment evaluation, if no persons or property other than as necessary for the operation are carried.

(Amdt. 61-64, Eff. 12/22/76); (Amdt. 61-65, Eff. 5/9/77); (Amdt. 61-77, Eff. 1/6/87); (Amdt. 61-100, Eff. 8/1/96); [(Amdt. 61-101, Eff. 3/21/97)]

§61.56 Flight review.

(a) A flight review consists of a minimum of 1 hour of flight instruction and 1 hour of ground instruction. The review must include—

(1) A review of the current general operating and flight rules of part 91 of this chapter; and

(2) A review of those maneuvers and procedures which, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

(b) Glider pilots may substitute a minimum of three instructional flights in a glider, each of which includes a 360-degree turn, in lieu of the 1 hour of flight instruction required in paragraph (a) of this section.

(c) Except as provided in paragraphs (d) and (e) of this section, no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has—

gave the review certifying that the person has satisfactorily completed the review.

[(d) An applicant who has, within the period specified in paragraph (c) of this section, satisfactorily completed a test for a pilot certificate, rating, operating privilege, or a pilot proficiency check need not accomplish the flight review required by this section if the test was conducted by a person authorized by the Administrator, or authorized by a U.S. Armed Force to conduct the test.

[(e) A person who has, within the period specified in paragraph (c) of this section, satisfactorily completed one or more phases of an FAA-sponsored pilot proficiency award program in an aircraft need not accomplish the flight review required by this section.]

(f) A person who holds a current flight instructor certificate who has, within the period specified in paragraph (c) of this section, satisfactorily completed a renewal of a flight instructor certificate under the provisions on § 61.197 (c), need not accomplish the 1 hour of ground instruction specified in subparagraph (a)(1) of this section.

(g) The requirements of this section may be accomplished in combination with the requirements of § 61.57 and other applicable recency requirements at the discretion of the instructor.

(h) A flight simulator or flight training device may be used to meet the flight review requirements of this section subject to the following conditions:

(1) The flight simulator or flight training device must be approved by the Administrator for that purpose.

(2) The flight simulator or flight training device must be used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(3) Unless the review is undertaken in a flight simulator that is approved for landings, the applicant must meet the takeoff and landing requirements of § 61.57(c) or (d).

90, Eff. 4/15/91); (Amdt. 61-91, Eff. 9/5/91); (Amdt. 61-93, Eff. 8/31/93); (Amdt. 61-100, Eff. 8/1/96); [(Amdt. 61-101, Eff. 3/21/97)]

§ 61.57 Recent flight experience: Pilot in command.

(a) [Reserved]

(b) [Reserved]

(c) *General experience.*

(1) Except as otherwise provided in paragraph (f) of this section, no person may act as pilot in command of an aircraft carrying passengers, or of an aircraft certificated for more than one required pilot flight crewmember, unless that person meets the following requirements—

(i) Within the preceding 90 calendar days, that person must have made three takeoffs and three landings as the sole manipulator of the flight controls in an aircraft of the same category and class and, if a type rating is required, of the same type of aircraft.

(ii) If the aircraft operated under paragraph (c)(1)(i) of this section is a tailwheel airplane, that person must have made to a full stop the landings required by that paragraph.

(2) For the purpose of meeting the requirements of this section, a person may act as pilot in command of a flight under day visual flight rules (VFR) or day instrument flight rules (IFR) if no persons or property are carried other than as necessary for compliance with this part.

(3) The takeoffs and landings required by paragraph (c)(1) of this section may be accomplished in a flight simulator or flight training device—

(i) Qualified and approved by the Administrator for landings; and

(ii) Used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(d) *Night experience.*

(1) Except as provided in paragraph (f) of this section, no person may act as pilot in command of an aircraft carrying passengers at night (the

controls in the same category and class of aircraft.

(2) The takeoffs and landings required by paragraph (d)(1) of this section may be accomplished in a flight simulator that is—

(i) Qualified and approved by the Administrator for takeoffs and landings, if the visual system is adjusted to represent the time of day described in paragraph (d)(1) of this section; and

(ii) Used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(e) *Instrument currency.*

(1) Except as provided by paragraph (f) of this section, no person may act as pilot in command under IFR, or in weather conditions less than the minimums prescribed for VFR, unless, within the preceding 6 calendar months, that person has—

(i) In the case of an aircraft other than a glider—

(A) Logged at least 6 hours of instrument time including at least six instrument approaches under actual or simulated instrument conditions, not more than 3 hours of which may be in approved simulation representing aircraft other than gliders; or

(B) Passed an instrument competency test as described in paragraphs (e)(2) and (e)(3) of this section; or

(ii) In the case of a glider, the person must have logged at least 3 hours of instrument time, at least half of which was in a glider or an airplane, except that the person may not carry a passenger in the glider until that person has completed at least 3 hours of instrument flight time in a glider.

(2) [A person who does not meet the recent instrument experience requirements of paragraph (e)(1) of this section during the prescribed time, or within 6 calendar months thereafter, may not serve as pilot in command under IFR, or in weather conditions less than the minimums prescribed for VFR, until that person passes an instrument competency test in the category of aircraft involved, given by a person authorized by the Administrator to conduct the test.]

a pilot in command, employed by a part 121 or 135 air carrier, engaged in a flight operation under part 91, 121, or 135 for the air carrier, if the pilot is in compliance with §§ 121.437 and 121.439 or §§ 135.243 and 135.247 respectively.

(Amdt. 61-77, Eff. 1/6/87); (Amdt. 61-82, Eff. 8/31/89); (Amdt. 61-96, Eff. 11/14/94); (Amdt. 61-97, Eff. 6/29/95); (Amdt. 61-100, Eff. 8/1/96); [(Amdt. 61-101, Eff. 3/21/97)]

§ 61.58 Pilot-in-command proficiency check: Operation of aircraft requiring more than one required pilot.

(a) [Except as otherwise provided in this section, to serve as pilot in command of an aircraft that is type certificated for more than one required pilot crewmember, a person must—

[(1) Within the preceding 12 calendar months, complete a pilot-in-command check in an aircraft that is type certificated for more than one required pilot crewmember; and

[(2) Within the preceding 24 calendar months, complete a pilot-in-command check in the particular type of aircraft in which that person will serve as pilot in command.

(b) [This section does not apply to persons conducting operations under part 121, part 125, part 127, part 133, part 135, or part 137 of this chapter.

(c) [The pilot-in-command check given in accordance with the provisions of part 121, part 125, part 127, or part 135 of this chapter may be used to satisfy the requirements of this section.

(d) [The pilot-in-command check required by paragraph (a) of this section may be accomplished by satisfactory completion of one of the following—

[(1) A pilot-in-command proficiency check conducted by a person authorized by the Administrator, consisting of the maneuvers and procedures required for a type rating;

[(2) The practical test required for a type rating;

[(3) The initial or periodic practical test required for the issuance of a pilot examiner or a check airman designation; or

[(4) A military flight check required for a pilot in command with instrument privileges, in

ing:

[(1) Except as allowed in paragraphs (e)(2) and (e)(3) of this section, if an otherwise qualified and approved flight simulator used for a pilot-in-command proficiency check is not qualified and approved for a specific required maneuver—

[(i) The training center shall annotate, in the applicant's training record, the maneuver or maneuvers omitted; and

[(ii) Prior to acting as pilot in command, the pilot shall demonstrate proficiency in each omitted maneuver in an aircraft or flight simulator qualified and approved for each omitted maneuver.

[(2) If the flight simulator used pursuant to this paragraph (e) is not qualified and approved for circling approaches—

[(i) The applicant's record shall be annotated with the statement, "Proficiency in circling approaches not demonstrated"; and

[(ii) The applicant may not perform circling approaches as pilot in command when weather conditions are less than the basic VFR conditions described in § 91.155 of this chapter, until proficiency in circling approaches has been successfully demonstrated in an approved simulator or aircraft to a person authorized by the Administrator to conduct the check required by this section.

[(3) If the flight simulator used pursuant to this paragraph (e) is not qualified and approved for landings the applicant must—

[(i) Hold a type rating in the airplane represented by the simulator; and

[(ii) Have completed, within the preceding 90 days, at least three takeoffs and three landings (one to a full stop) as the sole manipulator of the flight controls in the type airplane for which the pilot-in-command proficiency check is sought.

(f) [For the purpose of meeting the check requirements of paragraph (a) of this section, a per-

endar month after, the month in which it is due, the pilot is considered to have taken it in the month in which it was due for the purpose of computing when the next check is due.]

(Amdt. 61-88, Eff. 10/2/90); (Amdt. 61-90, Eff. 4/15/91); [(Amdt. 61-100, Eff. 8/1/96)]

§ 61.59 Falsification, reproduction or alteration of applications, certificates, log books, reports, or records.

(a) No person may make or cause to be made—

(1) Any fraudulent or intentionally false statement on any application for a certificate, rating, or duplicate thereof, issued under this part;

(2) Any fraudulent or intentionally false entry in any logbook, record, or report that is required to be kept, made, or used, to show compliance with any requirement for the issuance, or exercise of the privileges, or any certificate or rating under this part;

(3) Any reproduction, for fraudulent purpose, of any certificate or rating under this part; or

(4) Any alteration of any certificate or rating under this part.

(b) The commission by any person of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking any airman or ground instructor certificate or rating held by that person.

(Amdt. 61-82, Eff. 8/31/89)

§ 61.60 Change of address.

The holder of a pilot or flight instructor certificate who has made a change in his permanent mailing address may not after 30 days from the date he moved, exercise the privileges of his certificate unless he has notified in writing the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, Box 25082, Oklahoma City, OK 73125, of his new address.

§ 61.61 Applicability.

This subpart prescribes the requirements for the issuance of additional aircraft ratings after a pilot or instructor certificate is issued, and the requirements and limitations for special pilot certificates and ratings issued by the Administrator.

(Amdt. 61-26, Eff. 5/1/67)

§ 61.63 Additional aircraft ratings [for other than airline transport pilot certificates (for parts 121 and 135 use only).]

(a) *General.* [To be eligible for an additional aircraft rating to a pilot certificate, an applicant who is a pilot crewmember employee of a part 121 certificate holder or a part 135 certificate holder must meet the requirements of paragraphs (b) through (d) of this section, as applicable to the rating sought.]

(b) *Category rating.* An applicant for a category rating to be added on his pilot certificate must meet the requirements of this part for the issue of the pilot certificate appropriate to the privileges for which the category rating is sought. However, the holder of a category rating for powered aircraft is not required to take a written test for the addition of a category rating on his pilot certificate.

(c) *Class rating.* An applicant for an aircraft class rating to be added on his pilot certificate must—

(1) Present a logbook record certified by an authorized flight instructor showing that the applicant has received flight instruction in the class of aircraft for which a rating is sought and has been found competent in the pilot operations appropriate to the pilot certificate to which his category rating applies; and

(2) Pass a flight test appropriate to his pilot certificate and applicable to the aircraft category and class rating sought.

A person who holds a lighter-than-air category rating with a free balloon class rating, who seeks an airship class rating, must meet the requirements of paragraph (b) of this section as though seeking a lighter-than-air category rating.

(d) *Type rating.* An applicant for a type rating to be added on his pilot certificate must meet the following requirements:

(1) He must hold, or concurrently obtain, an instrument rating appropriate to the aircraft for which a type rating is sought.

(2) He must pass a flight test showing competence in pilot operations appropriate to the pilot certificate he holds and to the type rating sought.

(3) He must pass a flight test showing competence in pilot operations under instrument flight rules in an aircraft of the type for which the type rating is sought or, in the case of a single pilot station airplane, meet the requirements of paragraph (d)(3)(i) or (ii) of this section, whichever is applicable.

(i) The applicant must have met the requirements of this paragraph in a multiengine airplane for which a type rating is required.

(ii) If he does not meet the requirements of paragraph (d)(3)(i) of this section and he seeks a type rating for a single engine airplane, he must meet the requirements of this subparagraph in either a single or multiengine airplane, and have the recent instrument experience set forth in § 61.57(e), when he applies for the flight test under paragraph (d)(2) of this section.

(4) An applicant who does not meet the requirements of paragraphs (d)(1) and (3) of this section may obtain a type rating limited to “VFR only”. Upon meeting these instrument requirements or the requirements of § 61.73(e)(2), the “VFR only” limitation may be removed for the particular type of aircraft in which competence is shown.

(5) When an instrument rating is issued to the holder of one or more type ratings, the type ratings on the amended certificate bear the limitation described in paragraph (d)(4) of this section for each airplane type rating for which he has not shown his instrument competency under this paragraph.

(6) On and after April 15, 1991, an applicant for a type rating to be added to a pilot certificate must—

records certifying satisfactory completion of the training; or

(ii) For a pilot employee of a part 121 or part 135 certificate holder, have completed the certificate holder's approved ground and flight training that is appropriate to the airplane for which a type rating is sought.

(Amdt. 61-2, Eff. 5/2/63); (Amdt. 61-10, Eff. 6/12/64); (Amdt. 61-12, Eff. 2/26/65); (Amdt. 61-18, Eff. 9/26/65); (Amdt. 61-23, Eff. 7/6/66); (Amdt. 61-44, Eff. 11/22/69); (Amdt. 61-90, Eff. 4/15/91); [(Amdt. 61-100, Eff. 8/1/96)]

§ 61.64 Additional aircraft ratings for other than airline transport pilot certificates (for other than parts 121 and 135 use).

(a) *General.* To be eligible for an additional aircraft rating to a pilot certificate, an applicant who is not a crewmember employee applicant of a part 121 training program or a part 135 training program must meet the requirements of paragraphs (b) through (i) of this section, applicable to the rating sought.

(b) *Category rating.* An applicant who holds a pilot certificate and applies to add a category rating must meet the following requirements:

(1) Present a record of training certified by an authorized instructor showing that the applicant has—

(i) Received ground training on the aeronautical knowledge areas applicable to the pilot certificate and aircraft category and class rating sought;

(ii) Received flight training in the category and class of aircraft on the areas of operation applicable to the pilot certificate and aircraft category and class rating sought;

(iii) Been found competent by the certifying flight instructor in the aeronautical knowledge areas required for the pilot certificate to which the added aircraft category rating would apply; and

(iv) Been found competent by the certifying flight instructor in the areas of operation required for the pilot certificate to which the added aircraft category rating would apply;

sought.

(c) *Class rating.* An applicant who holds a pilot certificate and applies to add a class rating must meet the following requirements:

(1) The applicant must present a record certified by an authorized instructor showing that the applicant has—

(i) Received flight instruction in the class of aircraft on the areas of operation applicable to the pilot certificate and aircraft class rating sought;

(ii) Received ground training on the aeronautical knowledge areas applicable to the pilot certificate and aircraft class rating sought;

(iii) Been found competent by the certifying flight instructor in the aeronautical knowledge areas applicable to the pilot certificate to which the category and class rating would apply; and

(iv) Been found competent by the certifying flight instructor in the areas of operation applicable to the pilot certificate to which the aircraft class rating would apply;

(2) [Pass the practical test required for the pilot certificate held, and required for the category and class rating sought.]

(3) Pass a practical test required for the pilot certificate held, and required for the category and class rating sought.

(d) *Type rating.* An applicant who holds a pilot certificate and applies to add a type rating must meet the following requirements—

(1) Present a record of training certified by an authorized instructor that shows that the applicant has—

(i) Received ground training on the aeronautical knowledge areas applicable to the type rating sought;

(ii) Received flight training on the areas of operation applicable to the type rating sought; and

(iii) Been found competent by the certifying flight instructor in the areas of operation required for the issue of the pilot certificate for which the aircraft type rating is sought.

(2) Passed a required practical test on the areas of operation listed in § 61.158 or § 61.163, as applicable, for the aircraft type rating sought.

and (d) of this section shall be performed as follows:

(1) Except as provided in paragraph (e)(2) of this section, the tasks must be performed in an aircraft of the same category, class, and type, if applicable, as the aircraft for which the added rating is sought.

(2) Subject to the limitations of paragraph (e)(3) through (e)(12) of this section, the tasks may be performed in a flight simulator or a flight training device that represents the aircraft for which the added rating is sought.

(3) The flight simulator or flight training device use permitted by paragraph (e)(2) of this section shall be conducted in accordance with an approved course at a training center certificated under part 142 of this chapter.

(4) To complete all training and testing (except preflight inspection) for an unlimited added rating in a flight simulator—

(i) The flight simulator must be qualified as Level C or Level D; and

(ii) The applicant must meet at least one of the following:

(A) Hold a type rating for a turbojet airplane of the same class as the class of airplane for which the type rating is sought, or have been appointed by a military service as a pilot in command of an airplane of the same class as the class of airplane for which the type rating is sought, if a turbojet type rating is sought.

(B) Hold a type rating for a turbopropeller airplane of the same class as the class of airplane for which the type rating is sought, or have been designated by a military service as a pilot in command of an airplane of the same class as the class of airplane for which the type rating is sought, if a turbopropeller airplane type rating is sought.

(C) Have at least 2,000 hours of actual flight time, of which 500 hours must be in turbine-powered airplanes of the same class as the class of airplane for which the type rating is sought.

(D) Have at least 500 hours of actual flight time in the same type airplane as the airplane for which the rating is sought.

tion may complete all training and testing (except for preflight inspection) for an added rating in a flight simulator if—

(i) The flight simulator is qualified as Level C or Level D; and

(ii) The applicant meets at least one of the following:

(A) Holds a type rating in a propeller-driven airplane if a type rating in a turbojet airplane is sought, or holds a type rating in a turbojet airplane if a type rating in a propeller-driven airplane is sought.

(B) Since the beginning of the 12th calendar month before the month in which the applicant completes the practical test for the added rating, has logged—

(1) At least 100 hours of flight time in airplanes in the same class of airplane for which the type rating is sought and which require a type rating; and

(2) At least 25 hours of flight time in airplanes in the same type of airplane for which the rating is sought.

(6) An applicant meeting only the requirements of paragraph (e)(5) of this section will be issued an added rating with a limitation.

(7) The limitation on certificates issued under the provisions of paragraph (e)(6) of this section shall state, "This certificate is subject to pilot-in-command limitations for the added rating."

(8) An applicant gaining a certificate with the limitation specified in paragraph (e)(7) of this section—

(i) May not act as PIC of the aircraft for which an added rating was obtained under the provisions of this section until he or she has had the limitation removed from the certificate; and

(ii) May have the limitation removed by serving 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in an aircraft of the same type as the airplane to which the limitation applies.

(9) An applicant who does not meet the requirements of paragraph (e)(4) or (e)(5) of this

be successfully completed on a static airplane or in flight, as appropriate:

- (A) Preflight inspection;
- (B) Normal takeoff;
- (C) Normal ILS approach;
- (D) Missed approach; and
- (E) Normal landing.

(ii) Compliance with paragraphs (e)(2), (e)(3), and (e)(10) through (e)(12) of this section.

(10) [An applicant meeting only the requirements of paragraph (e)(9)(ii) of this section will be issued an added rating with a limitation.]

(11) The limitation on certificates issued under the provisions of paragraph (e)(10) of this section shall state, "This certificate is subject to pilot-in-command limitations for the added rating."

(12) An applicant gaining a certificate with the limitation specified in paragraph (e)(11) of this section—

(i) May not act as PIC of the aircraft for which an added rating was obtained under the provisions of this section until he or she has had the limitation removed from the certificate; and

(ii) May have the limitation removed by serving 25 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the PIC, in an aircraft of the same type as the airplane to which the limitation applies.

(f) An applicant for a type rating who provides an aircraft not capable of the instrument maneuvers and procedures required by § 61.158 or § 61.163 for the practical test may—

(1) Obtain a type rating limited to "VFR only"; and

(2) Remove the "VFR only" limitation for each aircraft type in which the applicant demonstrates compliance with the instrument requirements of § 61.158 or § 61.163 or the requirements of § 61.73(e)(2).

(g) An applicant for a type rating may be issued a certificate with the limitation "VFR only" for each aircraft type not equipped for the applicant to show instrument competency.

requirements of this part in another single-engine or multiengine airplane if the applicant meets the instrument currency requirements of § 61.57(e).

(Amdt. 61-100, Eff. 8/1/96); [(Amdt. 61-101, Eff. 3/21/97)]

§ 61.65 Instrument rating requirements.

(a) *General.* To be eligible for an instrument rating (airplane) or an instrument rating (helicopter), an applicant must—

(1) Hold at least a current private pilot certificate with an aircraft rating appropriate to the instrument rating sought;

(2) Be able to read, speak, and understand the English language; and

(3) Comply with the applicable requirements of this section.

(b) *Ground instruction and written test.* An applicant for the written test for an instrument rating must have received ground instruction or have logged home study in, and passed a written test on, at least the following areas of aeronautical knowledge applicable to the rating sought:

(1) The regulations of this chapter that apply to flight under IFR conditions, the Airman's Information Manual, and the IFR air traffic system and procedures;

(2) Dead reckoning appropriate to IFR navigation, IFR navigation by radio aids using the VOR, ADF, and ILS systems, and the use of IFR charts and instrument approach plates;

(3) The procurement and use of aviation weather reports and forecasts, and the elements of forecasting weather trends on the basis of that information and personal observation of weather conditions; and

(4) The safe and efficient operation of airplanes or helicopters, as appropriate, under instrument weather conditions.

(c) *Flight instruction.* Except as otherwise provided in this paragraph, an applicant for the practical test for an instrument rating must present a record certified by an authorized instructor showing instrument flight instruction and competency in an aircraft of the same category for which the instrument rating is sought, in each of the following areas of operations:

mums using two different nonprecision approach systems and one precision approach system.

(4) Cross-country flight in an aircraft in simulated or actual IFR conditions, on Federal airways or as routed by air traffic control, subject to the following:

(i) The flight must be at least 250 nautical miles (100 nautical miles for helicopters) including a minimum of one precision instrument approach and two nonprecision instrument approaches.

(ii) Each instrument approach must be accomplished at a different airport.

(iii) If the departure and final destination airports are the same airport, the destination airport may be considered as the third airport.

(iv) No approach need be done more than once.

(5) Simulated emergencies involving equipment or instrument malfunctions, missed approach procedures, deviations to unplanned alternates, recovery from unusual attitudes, loss of communications, and simulated loss of power on at least one-half of the engines if a multiengine aircraft is used.

(6) Flight instruction required by paragraphs (c)(1), (c)(2), (c)(3), and (c)(5) of this section may be accomplished in a qualified and approved flight simulator or in a qualified and approved flight training device.

(d) [Reserved]

(e) *Flight experience.* Except as provided in paragraph (h) of this section, an applicant for an instrument rating must have at least the following flight time as a pilot:

(1) A total of 125 hours of pilot flight time, of which 50 hours are as pilot in command in cross-country flight in a powered aircraft with other than a student pilot certificate. Each cross-country flight must have a landing at a point more than 50 nautical miles from the original departure point.

(2) 40 hours of simulated or actual instrument time, which may include—

(i) Not more than a combined total of 20 hours of instrument instruction by an authorized instructor in a qualified and approved

(3) 15 hours of instrument flight instruction by an authorized flight instructor, including at least 5 hours in an airplane or a helicopter, as appropriate.

(f) [Reserved]

(g) *Practical test.* An applicant for an instrument rating must pass a practical test consisting of an oral increment and a flight increment, as follows:

(1) [The flight increment may be accomplished in the category, class, and type of aircraft, as appropriate to the instrument rating sought, or in a qualified and approved flight simulator or qualified and approved flight training device.

(2) [The practical test must include instrument flight procedures, selected by the person authorized by the Administrator to conduct the practical test, to determine the applicant's ability to perform competently the IFR operations described in paragraph (c) of this section.]

(3) The following requirements of the practical test must be accomplished in an aircraft or in a qualified and approved flight simulator:

(i) At least one published precision, non-precision, and circling approach.

(ii) At least one landing.

(iii) At least one cross-country flight.

(h) *Training qualifications.* An applicant for the instrument rating who has satisfactorily completed an approved curriculum conducted at a training center certificated under part 142 of this chapter must have—

(1) A total of at least 95 hours of pilot flight time, including at least 35 hours of simulated or actual instrument flight time; or

(2) Satisfactorily completed the requirements of an approved instrument rating course at a part 142 certified training center that has received approval from the Administrator to conduct a curriculum satisfying the requirements of the instrument rating in—

(i) Fewer than 95 hours of pilot flight time; or

(ii) Fewer than 35 hours of simulated instrument time or actual instrument time.

(Amdt. 61-12, Eff. 2/26/65); (Amdt. 61-18, Eff. 9/26/65); (Amdt. 61-70, Eff. 1/25/82); (Amdt. 61-75, Eff. 6/7/85); (Amdt. 61-100, Eff. 8/1/96); [(Amdt. 61-101, Eff. 3/21/97)]

(2) [A type rating for the aircraft for which the authorization is sought if that aircraft requires a type rating.]

(b) *Experience requirements.* [An applicant for a Category II authorization must have at least—

(1) [50 hours of night flight time as pilot in command;

(2) [75 hours of instrument time under actual or simulated instrument conditions that may include not more than—

(i) A combination of 25 hours of simulated instrument flight time in qualified and approved flight simulators or qualified and approved flight training devices; or

(ii) 40 hours of simulated instrument flight time if accomplished in an approved course conducted by an appropriately rated training center certificated under part 142 of this chapter.]

(3) 250 hours of cross-country flight time as pilot in command.

Night flight and instrument flight time used to meet the requirements of paragraphs (b)(1) and (2) of this section may also be used to meet the requirements of paragraph (b)(3) of this section.

(c) *Practical test required.*

(1) The practical test must be passed by—

(i) An applicant for issue or renewal of an authorization; and

(ii) An applicant for the addition of another type aircraft to his authorization.

(2) [To be eligible for the practical test, an applicant must—

(i) Meet the requirements of paragraphs (a) and (b) of this section;

(ii) Hold the appropriate class rating; and

(iii) If the applicant has not passed a practical test for this authorization since the beginning of the twelfth calendar month, meet the following recent experience requirements—

(A) The requirements of § 61.57(e); and

(B) At least six ILS approaches since the beginning of the sixth month before the practical test, subject to the following:

(1) The approaches must be conducted under actual or simulated instrument flight conditions.

must be accomplished in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted.

[(4) The approaches may be accomplished in a flight simulator that—

(i) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought; and

(ii) Is used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

[(5) The approaches need not be conducted down to the decision height authorized for Category II operations if conducted in a qualified and approved flight simulator or qualified and approved flight training device.

[(6) At least three of the approaches required by paragraph (c)(2)(iii)(B) of this section must be conducted manually, without the use of an approach coupler.

[(7) The flight time acquired in meeting the requirements of paragraph (c)(2)(iii)(B) of this section may be used to meet the requirements of paragraph (c)(2)(iii)(A) of this section.]

(d) *Practical test procedures.* [Oral questioning may be conducted at any time during the practical test. The practical test consists of two increments:

(1) [Oral increment. The applicant must demonstrate knowledge of the following:]

(i) Required landing distance.

(ii) Recognition of the decision height.

(iii) Missed approach procedures and techniques utilizing computed or fixed attitude guidance displays.

(iv) RVR, its use and limitations.

(v) Use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced RVR readings.

(vi) Procedures and techniques related to transition from nonvisual to visual flight during a final approach under reduced RVR.

(vii) Effects of vertical and horizontal wind shear.

(viii) Characteristics and limitations of the ILS and runway lighting system.

mand during Category II approaches.

(xi) Instrument and equipment failure warning systems.

(2) **Flight increment.** The following requirements apply to the flight increment of a practical test:

(i) The flight increment may be conducted in an aircraft of the same category and class and type, as applicable, as the aircraft in which the authorization is sought or in a flight simulator that—

(A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought; and

(B) Is used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(ii) At least two ILS approaches to 100 feet AGL including at least one landing and one missed approach.

(iii) All approaches must be made with the approved flight control guidance system, except that if an approved automatic approach coupler is installed, at least one approach must be hand flown using flight director commands.

(iv) If a multiengine airplane with the performance capability to execute a missed approach with one engine inoperative is used, one missed approach must be executed with an engine, which shall be the most critical engine, if applicable, set at idle or zero thrust before reaching the middle marker.

(v) If a flight simulator is used, the missed approach must be executed with an engine, which shall be the most critical engine, if applicable, failed.

(vi) For authorizations for aircraft that require a type rating, the test must be performed in coordination with a second in command who holds a type rating in the aircraft in which the authorization is sought.】

(Amdt. 61-18, Eff. 9/26/65); (Amdt. 61-77, Eff. 1/6/87); 【(Amdt. 61-100, Eff. 8/1/96)】

(2) A valid medical certificate;

(3) A category and class rating for the aircraft for which the authorization is sought; and

(4) A type rating for the aircraft for which the authorization is sought, if that aircraft requires a type rating.

【(b) *Experience requirements.* An applicant for a Category III authorization must have at least—

(1) 50 hours of night flight time as pilot in command;

(2) Except as provided in paragraph (c) of this section, 75 hours of instrument flight time during actual or simulated instrument conditions that may include not more than a combination of 25 hours of simulated instrument flight time in qualified and approved flight simulators or qualified and approved flight training devices; and

(3) 250 hours of cross-country flight time as pilot in command.

【(c) *Increasing instrument flight time hours.* The instrument flight time allowed in flight simulators or flight training devices under paragraph (b)(2) of this section may be increased to not more than 40 hours if accomplished in an approved course conducted by a training center certificated under part 142 of this chapter.

【(d) *Practical test required.*

(1) An applicant for the issuance or renewal of a Category III authorization or for the addition of another type aircraft to an authorization must pass a practical test.

(2) If the applicant has not passed a practical test for this authorization since the beginning of the twelfth calendar month, the applicant must meet the following recency of experience requirements:

(i) The requirements of § 61.57(e).

(ii) At least six ILS approaches since the beginning of the sixth month before the practical test, subject to the following:

(A) The approaches must be conducted under actual or simulated instrument flight conditions and flown down to the minimum altitude for the ILS approach.

(C) The approaches may be accomplished in a flight simulator or flight training device that—

(1) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorization is sought; and

(2) Is used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(D) Conducted down to the alert height or decision height, as applicable, authorized for Category III operations only if conducted in a qualified and approved flight simulator or qualified and approved flight training device.

[(e) *Practical test procedures.* Oral questioning may be conducted at any time during the practical test. The practical test consists of two increments:

[(1) *Oral increment.* The applicant must demonstrate knowledge of the following:

(i) Required landing distance.

(ii) Determination and recognition of the alert height or decision height, as applicable, including use of a radar altimeter.

(iii) Recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or decision height, as applicable.

(iv) Missed approach procedures and techniques using computed or fixed attitude guidance displays and expected height loss as they relate to manual go-around or automatic go-around and initiation altitude, as applicable.

(v) The use and limitations of RVR, including determination of controlling RVR and required transmissometers.

(vi) The use, availability, or limitations of visual cues and the altitude at which they are normally discernible at reduced RVR readings including—

(A) Unexpected deterioration of conditions to less than minimum RVR during approach, flare, and rollout;

(B) Demonstration of expected visual references with weather at minimum conditions; and

reduced RVR.

(viii) Effects of vertical and horizontal wind shear.

(ix) Characteristics and limitations of the ILS and runway lighting system.

(x) Characteristics and limitations of the flight director system auto approach coupler (including split axis type if so equipped), auto throttle system, if applicable, and other Category III equipment, as applicable.

(xi) Assigned duties of the second in command during Category III operations, unless the aircraft for which authorization is sought does not require a second in command.

(xii) Recognition of the limits of acceptable aircraft position and flight path tracking during approach, flare, and, if applicable, rollout.

(xiii) Recognition of, and reaction to, airborne or ground system faults or abnormalities, particularly after passing alert height or decision height, as applicable.

[(2) *Flight increment.* The following requirements apply to the flight increment of the practical test:

(i) The flight increment may be conducted in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought, or in a flight simulator that—

(A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought; and

(B) Is used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(ii) All approaches must be made with the approved automatic landing system or an equivalent landing system approved by the Administrator and must consist of the following:

(A) At least two ILS approaches to 100 feet AGL, including one landing and one missed approach initiated from a very low altitude that may result in a touchdown during the go-around maneuver.

zero thrust before reaching the middle or outer marker.

(C) If a flight simulator or flight training device is used, a missed approach must be executed with an engine, which shall be the most critical engine, if applicable, failed.

(D) Subject to the limitations of paragraph (e)(2)(ii)(E) of this section, for Category IIIb operations predicated on the use of a fail-passive rollout control system, at least one manual rollout using visual reference or a combination of visual and instrument references.

(E) The maneuver required by paragraph (e)(2)(ii)(D) of this section shall be initiated by a fail-passive disconnect of the rollout control system—

(1) After main gear touchdown;

(2) Prior to nose gear touchdown;

(3) In conditions representative of the most adverse lateral touchdown displacement allowing a safe landing on the runway; and

(4) In weather conditions anticipated in Category IIIb operations.

(iii) For authorizations for aircraft that require a type rating, the practical test must be performed in coordination with a second in command who holds a type rating in the aircraft in which the authorization is sought.】

【(Amdt. 61-100, Eff. 8/1/96)】

§ 61.69 Glider towing: Experience and instruction requirements.

No person may act as pilot in command of an aircraft towing a glider unless he meets the following requirements:

(a) He holds a current pilot certificate (other than a student or recreational pilot certificate) issued under this part.

(b) He has an endorsement in his pilot logbook from a person authorized to give flight instruction in gliders, certifying that he has received ground and flight instruction in gliders and is familiar with the techniques and procedures essential to the safe towing of gliders, including airspeed limitations, emergency procedures, signals used, and maximum angles of bank.

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at least 10 flights as pilot in command of an aircraft towing a glider; or

(2) At least three flights as sole manipulator of the controls of an aircraft simulating glider towing flight procedures (while accompanied by a pilot who meets the requirements of this section), and at least three flights as pilot or observer in a glider being towed by an aircraft.

However, any person who, before May 17, 1967, made, and entered in his pilot logbook, 10 or more flights as pilot in command of an aircraft towing a glider in accordance with a certificate of waiver need not comply with paragraphs (c)(1) and (2) of this section.

(d) If he holds only a private pilot certificate he must have had, and entered in his pilot logbook at least—

(1) 100 hours of pilot flight time in powered aircraft; or

(2) 200 total hours of pilot flight time in powered or other aircraft.

(e) Within the preceding 12 months he has—

(1) Made at least 3 actual or simulated glider tows while accompanied by a qualified pilot who meets the requirements of this section; or

(2) Made at least 3 flights as pilot in command of a glider towed by an aircraft.

(Amdt. 61-18, Eff. 9/26/65); (Amdt. 61-64, Eff. 12/22/76); (Amdt. 61-82, Eff. 8/31/89)

§ 61.71 Graduates of certificated [pilot] schools: Special rules.

(a) A graduate of a flying school that is certificated under part 141 of this chapter is considered to meet the applicable aeronautical experience requirements of this part if he presents an appropriate graduation certificate within 60 days after the date he is graduated. However, if he applies for a flight test for an instrument rating he must hold a commercial pilot certificate, or hold a private pilot certificate and meet the requirements of § 61.65(e)(1) and § 61.123 (except paragraphs (d) and (e) thereof). In addition, if he applies for a flight instructor certificate he must hold a commercial pilot certificate.

(b) 【An applicant for a certificate or rating under this part is considered to meet the aeronautical

knowledge or skill, or both.] (Amdt. 61-14, Eff. 4/3/65); (Amdt. 61-23, Eff. 7/6/66); (Amdt. 61-40, Eff. 5/10/68); (Amdt. 61-44, Eff. 11/22/69); (Amdt. 61-63, Eff. 11/1/74); [(Amdt. 61-90, Eff. 4/15/91)]

§ 61.73 Military pilots or former military pilots: Special rules.

(a) *General.* A rated military pilot or former rated military pilot who applies for a private or commercial pilot certificate, or an aircraft or instrument rating, is entitled to that certificate with appropriate ratings or to the addition of a rating on the pilot certificate he holds, if he meets the applicable requirements of this section. This section does not apply to a military pilot or former military pilot who has been removed from flying status for lack of proficiency or because of disciplinary action involving aircraft operation.

(b) *Military pilots on active flying status within 12 months.* A rated military pilot or former rated military pilot who has been on active flying status within the 12 months before he applies must pass a written test on the parts of this chapter relating to pilot privileges and limitations, air traffic and general operating rules, he must present documents showing that he meets the requirements of paragraph (d) of this section for at least one aircraft rating, and that he is, or was at any time since the beginning of the twelfth month before the month in which he applies—

(1) A rated military pilot on active flying status in an armed force of the United States; or

(2) A rated military pilot of an armed force of a foreign contracting State to the Convention on International Civil Aviation, assigned to pilot duties (other than flight training) with an armed force of the United States who holds, at the time he applies, a current civil pilot license issued by that foreign State authorizing at least the privileges of the pilot certificate he seeks.

(c) *Military pilots not on active flying status within previous 12 months.* A rated military pilot or former military pilot who has not been on active flying status within the 12 months before he applies must pass the appropriate written and flight tests prescribed in this part for the certificate or rating he seeks. In addition, he must show that he holds

(d) *Aircraft ratings: Other than airplane category and type.* An applicant for a category, class, or type rating (other than airplane category and type rating) to be added on the pilot certificate he holds, or for which he has applied, is issued that rating if he presents documentary evidence showing one of the following:

(1) That he has passed an official United States military checkout as pilot in command of aircraft of the category, class, or type for which he seeks a rating since the beginning of the twelfth month before the month in which he applies.

(2) That he has had at least 10 hours of flight time serving as pilot in command of aircraft of the category, class, or type for which he seeks a rating since the beginning of the twelfth month before the month in which he applies and previously has had an official United States military checkout as pilot in command of that aircraft.

(3) That he has met the requirements of subparagraph (1) or (2) of paragraph (b) of this section, has had an official United States military checkout in the category of aircraft for which he seeks a rating, and that he passes an FAA flight test appropriate to that category and the class or type rating he seeks. To be eligible for that flight test, he must have a written statement from an authorized flight instructor, made not more than 60 days before he applies for the flight test, certifying that he is competent to pass the test.

A type rating is issued only for aircraft types that the Administrator has certificated for civil operations. Any rating placed on an airline transport pilot certificate is limited to commercial pilot privileges.

(e) *Airplane category and type ratings.*

(1) An applicant for a commercial pilot certificate with an airplane category rating, or an applicant for the addition of an airplane category rating on his commercial pilot certificate, must hold an airplane instrument rating, or his certificate is endorsed with the following limitation: "not valid for the carriage of passengers or property for hire in airplanes on cross-country flights of more than 50 nautical miles, or at night."

(2) An applicant for a private or commercial pilot certificate with an airplane type rating, or for the addition of an airplane type rating on

(f) *Instrument rating.* An applicant for an airplane instrument rating or a helicopter instrument rating to be added on the pilot certificate he holds, or for which he has applied, is entitled to that rating if he has, within the 12 months preceding the month in which he applies, satisfactorily accomplished an instrument flight check of a U.S. Armed Force in an aircraft of the category for which he seeks the instrument rating and is authorized to conduct IFR flights on Federal airways. A helicopter instrument rating added on an airline transport pilot certificate is limited to commercial pilot privileges.

(g) *Evidentiary documents.* The following documents are satisfactory evidence for the purposes indicated:

(1) To show that the applicant is a member of the armed forces, an official identification card issued to the applicant by an armed force may be used.

(2) To show the applicant's discharge or release from an armed force, or his former membership therein, an original or a copy of a certificate of discharge or release may be used.

(3) To show current or previous status as a rated military pilot on flying status with a U.S. Armed Force, one of the following may be used:

(i) An official U.S. Armed Force order to flight duty as a military pilot.

(ii) An official U.S. Armed Force form or logbook showing military pilot status.

(iii) An official order showing that the applicant graduated from a United States military pilot school and is rated as a military pilot.

(4) To show flight time in military aircraft as a member of a U.S. Armed Force, an appropriate U.S. Armed Force form or summary of it, or a certified United States military logbook may be used.

(5) To show pilot-in-command status, an official U.S. Armed Force record of a military check-out as pilot in command, may be used.

(6) To show instrument pilot qualification, a current instrument card issued by a U.S. Armed Force, or an official record of the satisfactory completion of an instrument flight check within the 12 months preceding the month of the

(a) *Purpose.* The holder of a current private, commercial, senior commercial, or airline transport pilot license issued by a foreign contracting State to the Convention on International Civil Aviation may apply for a pilot certificate under this section authorizing him to act as a pilot of a civil aircraft of U.S. registry.

(b) *Certificate issued.* A pilot certificate is issued to an applicant under this section, specifying the number and State of issuance of the foreign pilot license on which it is based. An applicant who holds a foreign private pilot license is issued a private pilot certificate, and an applicant who holds a foreign commercial, senior commercial, or airline transport pilot license is issued a commercial pilot certificate, if—

(1) He meets the requirements of this section;

(2) His foreign pilot license does not contain an endorsement that he has not met all of the standards of ICAO for that license; and

(3) He does not hold a U.S. pilot certificate of private pilot grade or higher.

(c) *Limitation on licenses used as basis for U.S. certificate.* Only one foreign pilot license may be used as a basis for issuing a pilot certificate under this section.

(d) *Aircraft ratings issued.* Aircraft ratings listed on the applicant's foreign pilot license, in addition to any issued after testing under the provisions of this part, are placed on the applicant's pilot certificate.

(e) *Instrument rating issued.* An instrument rating is issued to an applicant if—

(1) His foreign pilot license authorizes instrument privileges; and

(2) Within 24 months preceding the month in which he makes application for a certificate, he passed a test on the instrument flight rules in subpart B of part 91 of this chapter, including the related procedures for the operation of the aircraft under instrument flight rules.

(f) *Medical standards and certification.* An applicant must submit evidence that he currently meets the medical standards for the foreign pilot license on which the application for a certificate under this section is based. A current medical cer-

applicant's foreign pilot license also accepts that medical certificate as evidence of meeting the medical standards for his foreign pilot license.

(g) *Limitations placed on pilot certificate.*

(1) If the applicant cannot read, speak, and understand the English language, the Administrator places any limitation on the certificate that he considers necessary for safety.

(2) A certificate issued under this section is not valid for agricultural aircraft operations, or the operation of an aircraft in which persons or property are carried for compensation or hire. This limitation is also placed on the certificate.

(h) *Operating privileges and limitations.* The holder of a pilot certificate issued under this section may act as a pilot of a civil aircraft of U.S. registry in accordance with the pilot privileges authorized by the foreign pilot license on which that certificate is based, subject to the limitations of this part and any additional limitations placed on his certificate by the Administrator. He is subject to these limitations while he is acting as a pilot of the aircraft within or outside the United States. However, he may not act as pilot in command, or in any other capacity as a required pilot flight crewmember, of a civil aircraft of U.S. registry that is carrying persons or property for compensation or hire.

(i) *Flight instructor certificate.* A pilot certificate issued under this section does not satisfy any of the requirements of this part for the issuance of a flight instructor certificate.

§ 61.77 Special purpose pilot certificate: Operation of U.S.-registered civil airplanes leased by a person not a U.S. citizen.

(a) *General.* The holder of a current foreign pilot certificate or license issued by a foreign contracting State to the Convention on International Civil Aviation, who meets the requirements of this section, may hold a special purpose pilot certificate authorizing the holder to perform pilot duties on a civil airplane of U.S. registry, leased to a person not a citizen of the United States, carrying persons or property for compensation or hire. Special purpose pilot certificates are issued under this section only for airplane types that can have a maximum passenger seating configuration, excluding any

applicant or a representative of the applicant must present the following to the Administrator:

(1) A current foreign pilot certificate or license, issued by the aeronautical authority of a foreign contracting State to the Convention on International Civil Aviation, or a facsimile acceptable to the Administrator. The certificate or license must authorize the applicant to perform the pilot duties to be authorized by a certificate issued under this section on the same airplane type as the leased airplane.

(2) A current certification by the lessee of the airplane—

(i) Stating that the applicant is employed by the lessee;

(ii) Specifying the airplane type on which the applicant will perform pilot duties; and

(iii) Stating that the applicant has received ground and flight instruction which qualifies the applicant to perform the duties to be assigned on the airplane.

(3) Documentation showing that the applicant has not reached the age of 60 and that the applicant currently meets the medical standards for the foreign pilot certificate or license required by paragraph (b)(1) of this section, except that a U.S. medical certificate issued under part 67 of this chapter is not evidence that the applicant meets those standards unless the State which issued the applicant's foreign pilot certificate or license accepts a U.S. medical certificate as evidence of medical fitness for a pilot certificate or license.

(c) *Privileges* The holder of a special purpose pilot certificate issued under this section may exercise the same privileges as those shown on the certificate or license specified in paragraph (b)(1), subject to the limitations specified in this section. The certificate holder is not subject to the requirements of §§ 61.55, 61.57, and 61.58 of this part.

(d) *Limitations.* Each certificate issued under this section is subject to the following limitations:

(1) It is valid only—

(i) For flights between foreign countries or for flights in foreign air commerce;

(ii) While it and the foreign pilot certificate or license required by paragraph (b)(1) of this

(iv) While the certificate holder is performing pilot duties on the U.S.-registered civil airplane described in the certification required by paragraph (b)(2) of this section;

(v) While the medical documentation required by paragraph (b)(3) of this section is in the certificate holder's personal possession and is currently valid; and

(vi) While the certificate holder is under 60 years of age.

(2) Each certificate issued under this section contains the following:

(i) The name of the person to whom the U.S.-registered civil aircraft is leased.

(ii) The type of aircraft.

(iii) The limitation: "Issued under, and subject to, § 61.77 of the Federal Aviation Regulations."

(iv) The limitation: "Subject to the privileges and limitations shown on the holder's foreign pilot certificate or license."

described in the certification required by paragraph (b)(2) of this section terminates;

(2) When the foreign pilot certificate or license, or the medical documentation, required by paragraph (b) of this section is suspended, revoked, or no longer valid;

(3) When the certificate holder reaches the age of 60; or

(4) After 24 months after the month in which the special purpose pilot certificate was issued.

(f) *Surrender of certificate.* The certificate holder shall surrender the special purpose pilot certificate to the Administrator within 7 days after the date it terminates.

(g) *Renewal.* The certificate holder may have the certificate renewed by complying with the requirements of paragraph (b) of this section at the time of application for renewal.

Docket No. 19300 (45 FR 5671) Eff. 1/24/80; (Amdt. 61-67, Eff. 2/25/80)

§ 61.121 Applicability.

This subpart prescribes the requirements for the issuance of commercial pilot certificates and ratings, the conditions under which those certificates and ratings are necessary, and the limitations upon these certificates and ratings.

(Amdt. 61–3, Eff. 5/17/63)

§ 61.123 Eligibility requirements: General

To be eligible for a commercial pilot certificate, a person must—

- (a) Be at least 18 years of age;
- (b) Be able to read, speak, and understand the English language, or have such operating limitations placed on his pilot certificate as are necessary for safety, to be removed when he shows that he can read, speak, and understand the English language;
- (c) Hold at least a valid second-class medical certificate issued under part 67 of this chapter, or, in the case of a glider or free balloon rating, certify that he has no known medical deficiency that makes him unable to pilot a glider or a free balloon, as appropriate;
- (d) Pass a written examination appropriate to the aircraft rating sought on the subjects in which ground instruction is required by § 61.125;
- (e) Pass an oral and flight test appropriate to the rating he seeks, covering items selected by the inspector or examiner from those on which training is required by § 61.127; and
- (f) Comply with the provision of this subpart which apply to the rating he seeks.

(Amdt. 61–29, Eff. 4/23/67); (Amdt. 61–44, Eff. 11/22/69); (Amdt. 61–64, Eff. 12/22/76)

§ 61.125 Aeronautical knowledge.

An applicant for a commercial pilot certificate must have logged ground instruction from an authorized instructor, or must present evidence showing that he has satisfactorily completed a course of instruction or home study, in at least the following areas of aeronautical knowledge appropriate to the category of aircraft for which a rating is sought.

(a) *Airplanes.*

(1) The regulations of this chapter governing the operations, privileges, and limitations of a commercial pilot, and the accident reporting requirements of the National Transportation Safety Board.

(2) [Basic aerodynamics and the principles of flight which apply to airplanes;

(3) [Airplane operations, including the use of flaps, retractable landing gears, controllable propellers, high altitude operation with and without pressurization, loading and balance computations, and the significance and use of airplane performance speeds; and

[(4) Stall awareness, spin entry, spins, and spin recovery techniques for airplanes.]

(b) *Rotorcraft.*

(1) The regulations of this chapter which apply to the operations, privileges, and limitations of a commercial rotorcraft pilot, and the accident reporting requirements of the National Transportation Safety Board;

(2) Meteorology, including the characteristics of air masses and fronts, elements of weather forecasting, and the procurement and use of aeronautical weather reports and forecasts;

(3) The use of aeronautical charts and the magnetic compass for pilotage and dead reckoning, and the use of radio aids for VFR navigation;

(4) The safe and efficient operation of helicopters or gyroplanes, as appropriate to the rating sought; and

(5) Basic aerodynamics and principles of flight which apply to rotorcraft and the significance and use of performance charts.

(c) *Gliders.*

(1) The regulations of this chapter pertinent to commercial glider pilot operations, privileges, and limitations, and the accident reporting requirements of the National Transportation Safety Board;

(2) Glider navigation, including the use of aeronautical charts and the magnetic compass, and radio orientation;

(3) [The recognition of weather situations of concern to the glider pilot from the ground and

spin entry, and spin recovery procedures, and spin recovery techniques for gliders.】

(d) *Airships.*

(1) The regulations of this chapter pertinent to airship operations, VFR and IFR, including the privileges and limitations of a commercial airship pilot;

(2) Airship navigation, including pilotage, dead reckoning, and the use of radio aids for VFR and IFR navigation, and IFR approaches;

(3) The use and limitations of the required flight instruments;

(4) ATC procedures for VFR and IFR operations, and the use of IFR charts and approach plates;

(5) Meteorology, including the characteristics of air masses and fronts, and the procurement and use of aeronautical weather reports and forecasts;

(6) Airship ground and flight instruction procedures; and

(7) Airship operating procedures and emergency operations, including free ballooning procedures.

(e) *Free balloons.*

(1) The regulations of this chapter pertinent to commercial free balloon piloting privileges, limitations, and flight operations;

(2) The use of aeronautical charts and the magnetic compass for free balloon navigation;

(3) The recognition of weather conditions significant to free balloon flight operations, and the procurement and use of aeronautical weather reports and forecasts appropriate to free ballooning;

(4) Free balloon flight and ground instruction procedures; and

(5) Operating principles and procedures for free balloons, including emergency procedures such as crowd control and protection, high wind and water landings, and operations in proximity to buildings and power lines.

(Amdt. 61-58, Eff. 8/7/72); (Amdt. 61-77, Eff. 1/6/87); [(Amdt. 61-90, Eff. 4/15/91)]

endorsement by an authorized flight instructor who has given him the instruction certifying that he has found the applicant prepared to perform each of those operations competently as a commercial pilot.

(a) *Airplanes.*

(1) Preflight duties, including load and balance determination, line inspection, and aircraft servicing;

(2) [Flight at slow airspeeds with realistic distractions, and the recognition of and recovery from stalls entered from straight flight and from turns;]

(3) Normal and crosswind takeoffs and landings, using precision approaches, flaps, power as appropriate, and specified approach speeds;

(4) Maximum performance takeoffs and landings, climbs, and descents;

(5) Operation of an airplane equipped with a retractable landing gear, flaps, and controllable propeller(s), including normal and emergency operations; and

(6) Emergency procedures, such as coping with power loss or equipment malfunctions, fire in flight, collision avoidance precautions, and engine-out procedures if a multiengine airplane is used.

(b) *Helicopters.*

(1) Preflight duties, including line inspection and helicopter servicing;

(2) Straight and level flight, climbs, turns, and descents;

(3) Air taxiing, hovering, and maneuvering by ground references;

(4) Normal and crosswind takeoffs and landings;

(5) Recognition of and recovery from imminent flight at critical rapid descent with power (settling with power);

(6) Airport and traffic pattern operations, including collision avoidance precautions and radio communications;

(7) Cross-country flight operations;

(8) Operations in confined areas and on pinacles, rapid decelerations, landing on slopes, high-altitude takeoffs, and run-on landings; and

(9) Simulated emergency procedures, including failure of an engine or other component or system, and approaches to a hover or landing with

(2) Straight and level flight, turns, climbs, and descents;

(3) Flight maneuvering by ground references;

(4) Maneuvering at critically slow airspeeds, and the recognition of and recovery from high rates of descent at slow airspeeds;

(5) Normal and crosswind takeoffs and landings;

(6) Airport and traffic pattern operations, including collision avoidance precautions and radio communications;

(7) Cross-country flight operations; and

(8) Emergency procedures, such as power failures, equipment malfunctions, maximum performance takeoffs and landings and simulated liftoffs at low airspeed and high angles of attack.

(d) *Glider*s.

(1) Preflight duties, including glider assembly and preflight inspection;

(2) Glider launches by ground (auto or winch) or by aero tows (the applicant's certificate is limited to the kind of tow selected);

(3) Precision maneuvering, including straight glides, turns to headings, steep turns, and spirals in both directions;

(4) [The correct use of glider's performance speeds, flight at slow airspeeds with realistic distractions, and the recognition of and recovery from stalls entered from straight flight and from turns; and]

(5) Accuracy approaches and landings, with the nose of the glider coming to rest short of and within 100 feet of a line or mark.

(e) *Airships*.

(1) Ground handling, mooring, and preflight operations;

(2) Straight and level flight, turns, climbs, and descents, under VFR and simulated IFR conditions;

(3) Takeoffs and landings with positive and with negative static lift;

(4) Turns and figure eights;

(5) Precision turns to headings under simulated IFR conditions;

(6) Preparing and filing IFR flight plans, and complying with IFR clearances;

procedures (may be simulated).

(f) *Free balloons*.

(1) Assembly of basket and burner to the envelope, and rigging, inflating, and tethering of a free balloon;

(2) Ground and flight crew briefing;

(3) Ascents;

(4) Descents;

(5) Landings;

(6) Operation of airborne heater, if balloon is so equipped; and

(7) Emergency operations, including the use of the ripcord (may be simulated), and recovery from a terminal velocity descent if a balloon with an airborne heater is used.

(Amdt. 61-14, Eff. 4/3/65); (Amdt. 61-77, Eff. 1/6/87); (Amdt. 61-79, Eff. 6/5/87); [(Amdt. 61-90, Eff. 4/15/91)]

§ 61.129 Airplane rating: Aeronautical experience.

(a) *General*. An applicant for a commercial pilot certificate with an airplane rating must hold a private pilot certificate with an airplane rating. If he does not hold that certificate and rating he must meet the flight experience requirements for a private pilot certificate and airplane rating and pass the applicable written and practical test prescribed in subpart D of this part. In addition, the applicant must hold an instrument rating (airplane), or the commercial pilot certificate that is issued is endorsed with a limitation prohibiting the carriage of passengers for hire in airplanes on cross-country flights of more than 50 nautical miles, or at night.

(b) *Flight time as a pilot*. [Except as provided in paragraph (c) of this section, an applicant for a commercial pilot certificate with an airplane rating must have at least the following aeronautical experience.

(1) [A total of at least 250 hours of flight time as a pilot that includes at least 100 hours in powered aircraft including at least—

(i) Fifty hours in an airplane;

(ii) Ten hours of flight instruction and practice given by an authorized flight instructor in an airplane having a retractable landing

airplanes, and 10 hours of instruction in preparation for the commercial pilot practical test.

(2) [The 250 hours of aeronautical experience of paragraph (b)(1) of this section, may include not more than—

(i) Except as provided in paragraph (b)(2)(ii) of this section, 50 hours of instruction in a flight simulator or flight training device, if it was received from an authorized instructor; or

(ii) 100 hours of instruction in a flight simulator or flight training device, if it was received from an authorized instructor in an approved course conducted by a training center certificated under part 142 of this chapter.]

(c) Except where fewer hours are approved by the Administrator, an applicant for a commercial pilot certificate with an airplane rating who has satisfactorily completed an approved commercial pilot course conducted by a training center certificated under part 142 of this chapter must have a total of at least 190 hours of pilot flight time in aircraft, flight simulators, or flight training devices.

(Amdt. 61-23, Eff. 7/6/66); (Amdt. 61-73, Eff. 11/15/82); (Amdt. 61-100, Eff. 8/1/96); [(Amdt. 61-101, Eff. 3/21/97)]

§ 61.131 Rotorcraft ratings: Aeronautical experience.

[Except as provided in paragraph (c) of this section, an applicant for a commercial pilot certificate with a rotorcraft category rating must have at least the following aeronautical experience:]

(a) *Helicopter class rating.* A total of 150 hours of flight time, including at least 100 hours in powered aircraft, 50 hours of which must be in a helicopter, including at least—

(1) 40 hours of flight instruction from an authorized flight instructor, including 15 hours of which must be in a helicopter, including—

(i) 3 hours of cross-country flying in helicopters;

(ii) 3 hours of night flying in helicopters, including 10 takeoffs and landings, each of which must be separated by an en route phase of flight;

35 hours of which must be in a helicopter, including at least—

(i) 10 hours of cross-country flying in helicopters, including one flight with a landing at three or more points, each of which must be more than 50 nautical miles from each of the other two points; and

(ii) Three takeoffs and landings in helicopters, each of which must be separated by an en route phase of flight, at an airport with an operating control tower.

[(3) Except as provided in paragraph (a)(4) of this section, a maximum of 35 hours of flight simulator instruction or flight training device instruction from an authorized instructor may be credited toward the total hour requirement for a pilot certificate.

[(4) A maximum of 50 hours of flight simulator instruction or flight training device instruction may be credited toward the total hours required by paragraph (a)(1) of this section if the instruction is accomplished in an approved course conducted by a training center certificated under part 142 of this chapter.

(b) [For a gyroplane class rating:

(1) [An applicant must have at least 150 hours of flight time in aircraft, including at least 100 hours in powered aircraft, 25 hours of which must be in a gyroplane, including at least—]

(i) 3 hours of cross country flying in gyroplanes;

(ii) 3 hours of night flying in gyroplanes, including 10 takeoffs and landings; and

(iii) 3 hours in gyroplanes preparing for the commercial pilot flight test within 60 days before that test; and

(2) 100 hours of pilot-in-command flight time, 15 hours of which must be in a gyroplane, including at least—

(i) 10 hours of cross-country flying in gyroplanes, including one flight with a landing at three or more points, each of which is more than 50 nautical miles from each of the other two points; and

(ii) Three takeoffs and landings in gyroplanes at an airport with an operating control tower.

a flight simulator or in a flight training device representing a gyroplane.

[(4) A maximum of 50 hours of flight simulator instruction or flight training device instruction may be credited toward the total hours required by paragraph (b)(1) of this section if the instruction is accomplished in an approved course conducted by a training center certificated under part 142 of this chapter.

[(c) Except as otherwise approved by the Administrator, an applicant for a commercial pilot certificate with a rotorcraft rating and a helicopter class rating who has satisfactorily completed an approved commercial pilot course conducted by a training center certificated under part 142 of this chapter must have a total of at least 150 hours of pilot flight time in aircraft, flight simulators, or flight training devices.]

Docket No. 24550 (51 FR 40704) Eff. 11/7/86; (Amdt. 61-14, Eff. 4/3/65); (Amdt. 61-18, Eff. 9/26/65); (Amdt. 61-20, Eff. 12/16/65); (Amdt. 61-40, Eff. 5/10/68); (Amdt. 61-58, Eff. 8/7/72); (Amdt. 61-77, Eff. 1/6/87); (Amdt. 61-78, Eff. 2/16/87); (Amdt. 61-90, Eff. 4/15/91); [(Amdt. 61-100, Eff. 8/1/96)]

§ 61.133 Glider rating: Aeronautical experience.

An applicant for a commercial pilot certificate with a glider rating must meet either of the following aeronautical experience requirements:

(a) A total of at least 25 hours of pilot time in aircraft, including 20 hours in gliders, and a total of 100 glider flights as pilot in command, including 25 flights during which 360° turns were made; or

(b) A total of 200 hours of pilot time in heavier-than-air aircraft, including 20 glider flights as pilot in command during which 360° turns were made.

§ 61.135 Airship rating: Aeronautical experience.

An applicant for a commercial pilot certificate with an airship rating must have a total of at least 200 hours of flight time as pilot, including—

(a) 50 hours of flight time as pilot in airships;

(b) 30 hours of flight time, performing the duties of pilot in command in airships, including—

§ 61.137 Free balloon rating: Aeronautical experience.

An applicant for a commercial pilot certificate with a free balloon rating must have the following flight time as pilot:

(a) If a gas balloon or a hot air balloon with an airborne heater is used, a total of at least 35 hours of flight time as pilot, including—

(1) 20 hours in free balloons; and

(2) 10 flights in free balloons, including—

(i) Six flights under the supervision of a commercial free balloon pilot;

(ii) Two solo flights;

(iii) Two flights of at least 2 hours duration if a gas balloon is used, or at least 1 hour duration if a hot air balloon with an airborne heater is used; and

(iv) One ascent under control to more than 10,000 feet above the takeoff point if a gas balloon is used or 5,000 feet above the takeoff point if a hot air balloon with an airborne heater is used.

(b) If a hot air balloon without an airborne heater is used, ten flights in free balloons, including—

(1) Six flights under the supervision of a commercial free balloon pilot; and

(2) Two solo flights.

§ 61.139 Commercial pilot privileges and limitations: General.

The holder of a commercial pilot certificate may:

(a) Act as pilot in command of an aircraft carrying persons or property for compensation or hire;

(b) Act as pilot in command of an aircraft for compensation or hire; and

(c) Give flight instruction in an airship if he holds a lighter-than-air category and an airship class rating, or in a free balloon if he holds a free balloon class rating.

§ 61.141 Airship and free balloon ratings: Limitations.

(a) If the applicant for a free balloon class rating takes his flight test in a hot air balloon without an airborne heater, his pilot certificate contains an endorsement restricting the exercise of the privi-

(b) If the applicant for a free balloon class rating takes his flight test in a hot air balloon with an

(Amdt. 61-21, Eff. 6/26/66)

§ 61.151 Eligibility requirements: General.

To be eligible for an airline transport pilot certificate, a person must—

- (a) Be at least 23 years of age;
- (b) Be of good moral character;
- (c) Be able to read, write, and understand the English language and speak it without accent or impediment of speech that would interfere with two-way radio conversation;
- (d) Be a high school graduate, or its equivalent in the Administrator's opinion, based on the applicant's general experience and aeronautical experience, knowledge, and skill;
- (e) Have a first-class medical certificate issued under part 67 of this chapter within the 6 months before the date he applies; and
- (f) Comply with the sections of this part that apply to the rating he seeks.

Docket No. 1179 (27 FR 7965) Eff. 8/10/62; (Amdt. 61-24, Eff. 10/17/66)

§ 61.153 Airplane rating: Aeronautical knowledge.

An applicant for an airline transport pilot certificate with an airplane rating must, after meeting the requirements of § 61.151 (except paragraph (a) thereof) and § 61.155, pass a written test on—

- (a) The sections of this part relating to airline transport pilots and part 121, subpart C of part 65, and §§ 91.1, 91.3, 91.5, 91.11, 91.13, 91.103, 91.105, 91.189, 91.193, 91.703, and subpart B of part 91 of this chapter, and so much of parts 21 and 25 of this chapter as relate to the operations of air carrier aircraft;
- (b) The fundamentals of air navigation and use of formulas, instruments, and other navigational aids, both in aircraft and on the ground, that are necessary for navigating aircraft by instruments;
- (c) The general system of weather collection and dissemination;
- (d) Weather maps, weather forecasting, and weather sequence abbreviations, symbols, and nomenclature;

(e) Elementary meteorology, including knowledge of cyclones as associated with fronts;

(f) Cloud forms;

(g) National Weather Service Federal Meteorological Handbook No. 1, as amended;

(h) Weather conditions, including icing conditions and upper-air winds, that affect aeronautical activities;

(i) Air navigation facilities used on Federal airways, including rotating beacons, course lights, radio ranges, and radio marker beacons;

(j) Information from airplane weather observations and meteorological data reported from observations made by pilots on air carrier flights;

(k) The influence of terrain on meteorological conditions and developments, and their relation to air carrier flight operations;

(l) Radio communication procedure in aircraft operations; and

(m) Basic principles of loading and weight distribution and their effect on flight characteristics.

Docket No. 1179 (27 FR 7965), Eff. 8/10/62; (Amdt. 61-24, Eff. 10/17/66); (Amdt. 61-64, Eff. 12/22/76); (Amdt. 61-84, Eff. 8/18/90)

§ 61.155 Airplane rating: Aeronautical experience.

(a) [Except as provided in paragraph (d) of this section, for an applicant for an airline transport pilot certificate with an airplane category and class rating, the following requirements apply:

[(1) The applicant must hold a commercial pilot certificate, a foreign airline transport pilot, or commercial pilot license without limitations issued by a member state of ICAO, or meet the requirements of § 61.73 that would qualify the applicant for a commercial pilot certificate;

[(2) The applicant must have at least 1,500 hours of total time as a pilot that includes at least—

(i) 500 hours of cross-country flight time;

(ii) 100 hours of night flight time;

(iii) 75 hours of instrument flight time, in actual or simulated instrument conditions, subject to the following:

in a flight simulator or flight training device may be credited toward the total hours required by paragraph (a)(2) of this section if the instruction is accomplished in a course conducted by a training center certificated under part 142 of this chapter.

(C) Instruction in a flight simulator or flight training device must be accomplished in a qualified and approved flight simulator or in a qualified and approved flight training device, representing an airplane; and

(iv) 250 hours of flight time in an airplane as a pilot in command or as a second in command performing the duties and functions of a pilot in command under the supervision of a pilot in command, or any combination thereof, which includes at least—

(A) 100 hours of cross-country flight time; and

(B) 25 hours of night flight time; and

[(3) Not more than 100 hours of total pilot experience may be obtained in a flight simulator or flight training device, provided the pilot experience is accomplished in an approved course conducted by a training center certificated under part 142 of this chapter.

(b) [An applicant who has performed at least 20 night takeoffs and landings to a full stop may substitute each additional night takeoff and landing to a full stop in excess of the minimum 20 takeoffs for 1 hour of night flight time to satisfy the requirements of paragraph (a)(2) of this section, for a total credited time of no more than 25 hours.

(c) [If an applicant with less than 150 hours of pilot-in-command time otherwise meets the requirements of paragraph (b)(1) of this section, the applicant's certificate will be endorsed "Holder does not meet the pilot-in-command flight experience requirement of ICAO", as prescribed by article 39 of the "Convention on International Civil Aviation." Whenever the applicant presents satisfactory written evidence that 150 hours of pilot-in-command time has been accumulated, the applicant is entitled to a new certificate without the endorsement.

(d) [A commercial pilot may credit the following second-in-command and flight engineer flight time (or a combination of either crewmember position

conducted.

[(2) Flight engineer time, provided the time—

(i) Is acquired in an airplane that is required to have a flight engineer by the airplane's flight manual, the type certificate, or the regulations under which the flight is conducted;

(ii) Is acquired while the applicant is participating in a pilot training program approved under part 121 of this chapter; and

(iii) Is credited at a rate of 1 hour of flight time for each 3 hours of flight engineer time, for a total credited time of no more than 500 hours.

(e) [If an applicant who credits second-in-command or flight engineer time under paragraph (d) of this section toward the 1,500 hours total flight time requirement of paragraph (a)(2) of this section—

[(1) Does not have at least 1,200 hours of flight time as a pilot including not more than 50 percent of the second-in-command time and none of the flight engineer time; but

[(2) Otherwise meets the requirements of paragraph (a)(2) of this section, the applicant's certificate will be endorsed "Holder does not meet the pilot flight experience requirements of ICAO," as prescribed by article 39 of the "Convention on International Civil Aviation." Whenever the applicant presents satisfactory evidence of having accumulated 1,200 hours of flight time as a pilot including no more than 50 percent of the second-in-command time and none of the flight engineer time, the applicant is entitled to a new certificate without the endorsement.]

Docket No. 1179, (27 FR 7965) Eff. 8/10/62; (Amdt. 61-20, Eff. 12/16/65); (Amdt. 61-24, Eff. 10/17/66); (Amdt. 61-31, Eff. 4/15/67); (Amdt. 61-64, Eff. 12/22/76); (Amdt. 61-71, Eff. 4/28/82); [(Amdt. 61-100, Eff. 8/1/96)]

§ 61.157 Airplane rating: Aeronautical skill (for parts 121 and 135 use only).

(a) An applicant for an airline transport pilot certificate with a single-engine or multiengine class rating or an additional type rating must pass a practical test that includes the items set forth in appendix A of this part. The FAA inspector or designated

(b) Whenever an applicant for an airline transport pilot certificate does not already have an instrument rating he shall, as part of the oral part of the practical test, comply with § 61.65(g), and, as part of the flight part, perform each additional maneuver required by § 61.65(g) that is appropriate to the airplane type and not required in appendix A of this part.

(c) Unless the Administrator requires certain or all maneuvers to be performed, the person giving a flight test for an airline transport pilot certificate or additional airplane class or type rating may, in his discretion, waive any of the maneuvers for which a specific waiver authority is contained in appendix A of this part if a pilot being checked—

(1) Is employed as a pilot by a part 121 certificate holder; and

(2) Within the preceding six calendar months, has successfully completed that certificate holder's approved training program for the airplane type involved.

(d) The items specified in paragraph (a) of this section may be performed in the airplane simulator or other training device specified in appendix A to this part for the particular item if—

(1) The airplane simulator or other training device meets the requirements of § 121.407 of this chapter; and

(2) In the case of the items preceded by an asterisk (*) in appendix A, the applicant has successfully completed the training set forth in § 121.424(d) of this chapter.

However, the FAA inspector or designated examiner may require Items 11(d), V(f), or V(g) of appendix A to this part to be performed in the airplane if he determines that action is necessary to determine the applicant's competence with respect to that maneuver.

(e) An approved simulator may be used instead of the airplane to satisfy the in-flight requirements of appendix A of this part, if the simulator—

(1) Is approved under § 121.407 of this chapter and meets the appropriate simulator requirements of appendix H of part 121; and

(2) Is used as part of an approved program that meets the training requirements of § 121.424(a) and (c) and appendix H of part 121 of this chapter.

on the maneuvers and procedures of appendix A of this part that is appropriate to the airplane for which a type rating is sought and received an endorsement from an authorized instructor in the person's logbook or training records certifying satisfactory completion of the training; or

(2) For a pilot employee of a part 121 or part 135 certificate holder, have completed ground and flight training that is appropriate to the airplane for which a type rating is sought and is approved under parts 121 and 135.

(g) [Successful completion of a pilot-in-command proficiency or competency check satisfies the requirements of this section for the appropriate aircraft rating if that check—

[(1) Complies with

(i) Section 121.441 of this chapter; or

(ii) The competency check requirements of § 135.293 of this chapter and § 135.297 of this chapter; and

[(2) Includes all maneuvers and procedures required for award of an original type rating and is evaluated by a person designated by the Administrator or an FAA inspector.]

(Amdt. 61-29, Eff. 4/23/67); (Amdt. 61-64, Eff. 12/22/76); (Amdt. 61-69, Eff. 7/30/80); (Amdt. 61-90, Eff. 4/15/91); (Amdt. 61-100, Eff. 8/1/96); [(Amdt. 61-101, Eff. 3/21/97)]

[§ 61.158 Airplane rating: Aeronautical skill (for other than parts 121 and 135).]

[(a) An applicant for an airline transport pilot certificate with a single engine or multiengine class rating or type rating, must—

[(1) Pass a practical test based on the following areas of operation:

(i) Preflight procedures.

(ii) Ground operations.

(iii) Takeoff and departure maneuvers.

(iv) In-flight maneuvers.

(v) Instrument procedures.

(vi) Landings and approaches to landings.

(vii) Normal and abnormal procedures.

(viii) Emergency procedures.

(ix) Postflight procedures.

sought; and

(ii) Received flight training on the areas of operation applicable to the airplane type rating sought.

[(b) If the applicant does not hold an instrument rating, in addition to the areas specified in paragraph (a)(1) of this section, the applicant must also demonstrate competency in the operations referenced in § 61.65(g).

[(c) The demonstrations required by paragraphs (a) and (b) of this section must be performed in—

[(1) An airplane of the same class, and, if applicable, an airplane of the same type, for which the class rating or type rating is sought; or

[(2) Subject to the requirements of paragraphs (d)(1) through (d)(8) of this section, as applicable, a flight simulator or a flight training device that represents the airplane type for which the type rating is sought, or set of airplanes if the airplane for which the class rating is sought, does not require a type rating.

[(d) The following requirements apply to a demonstration of competency under this section in a flight simulator or a flight training device;

[(1) The flight simulator or flight training device use permitted by paragraph (c)(2) of this section must be in accordance with an approved course at a training center certificated under part 142 of this chapter;

[(2) To complete all training and testing (except preflight inspection) for an unlimited added rating in a flight simulator—

(i) The flight simulator must be qualified as Level C or Level D; and

(ii) The applicant must meet the aeronautical experience requirements of § 61.155 and at least one of the following:

(A) Hold a type rating for a turbojet airplane of the same class as the class of airplane for which the type rating is sought or have been designated by a military service as a pilot in command of an airplane of the same class as the class of airplane for which the type rating is sought, if a turbojet type rating is sought.

(B) Hold a type rating for a turbopropeller airplane of the same class as the class of

(C) Have at least 2,000 hours of actual flight time, of which 500 hours must be in turbine-powered airplanes of the same class as the class of airplane for which the type rating is sought.

(D) Have at least 500 hours of actual flight time in the same type airplane as the type of airplane for which the type rating is sought.

(E) Have at least 1,000 hours of flight time in at least two different airplanes requiring a type rating.

[(3) Subject to the limitation of paragraph (d)(4) of this section an applicant who does not meet the requirements of paragraph (d)(2) of this section may complete all training and testing (except for preflight inspection) for an added rating if—

(i) The flight simulator is qualified as Level C or Level D; and

(ii) The applicant meets the aeronautical experience requirements of § 61.155 and at least one of the following:

(A) Holds a type rating in a propeller-driven airplane if a type rating in a turbojet airplane is sought, or holds a type rating in a turbojet airplane if a type rating in a propeller-driven airplane is sought.

(B) Since the beginning of the 12th calendar month before the month in which the applicant completes the practical test for the added rating, has logged—

(1) At least 100 hours of flight time in airplanes in the same class as the class of airplane for which the type rating is sought and which require a type rating; and

(2) At least 25 hours of flight time in airplanes of the same type as the type of airplane for which the type rating is sought.

[(4) An applicant meeting only the requirements of paragraph (d)(3)(ii)(A) and (B) of this section will be issued an added rating, or an airline transport pilot certificate with an added rating, as applicable, with a limitation. The limitation shall state: "This certificate is subject to pilot-in-command limitations for the added rating."

until he or she has had the limitation removed from the certificate; and

(ii) May have the limitation removed by serving 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in an airplane of the same type as the type of airplane to which the limitation applies.

[(6) An applicant who does not meet the requirements of paragraph (d)(2)(ii)(A) through (E) or (d)(3)(ii)(A) and (B) of this section may be awarded an airline transport pilot certificate or an added rating to that certificate after successful completion of one of the following requirements:

(i) An approved course at a training center which includes all training and testing for that certificate or rating followed by training and testing on the following tasks, which must be successfully completed on a static airplane or in flight, as appropriate:

- (A) Preflight inspection;
- (B) Normal takeoff;
- (C) Normal ILS approach;
- (D) Missed approach; and
- (E) Normal landing.

(ii) An approved course at a training center which includes all training and testing for that certificate or rating and compliance with paragraphs (d)(7) and (d)(8) of this section.

[(7) An applicant meeting only the requirements of paragraph (d)(6) of this section will be issued an added rating, or an airline transport pilot certificate with an added rating, as applicable, with a limitation. The limitation shall state: "This certificate is subject to pilot-in-command limitations for the added rating."

[(8) An applicant gaining a certificate with the limitation specified in paragraph (d)(7) of this section—

(i) May not act as pilot in command of the aircraft for which an added rating was obtained under the provisions of this section until he or she has had the limitation removed from the certificate; and

same type as the type of airplane to which the limitation applies.

[(e) Unless the Administrator requires certain or all tasks to be performed, the person authorized by the Administrator to conduct the practical test for an airline transport pilot certificate may waive any of the tasks for which the Administrator approves waiver authority.]

[(Amdt. 61-100, Eff. 8/1/96)]

§ 61.159 Rotorcraft rating: Aeronautical knowledge.

An applicant for an airline transport pilot certificate with a rotorcraft category and a helicopter class rating must pass a written test on—

(a) So much of this chapter as relates to air carrier rotorcraft operations;

(b) Rotorcraft design, components, systems and performance limitations;

(c) Basic principles of loading and weight distribution and their effect on rotorcraft flight characteristics;

(d) Air traffic control systems and procedures relating to rotorcraft;

(e) Procedures for operating rotorcraft in potentially hazardous meteorological conditions;

(f) Flight theory as applicable to rotorcraft; and

(g) The items listed under paragraphs (b) through (m) of § 61.153.

Docket No. 24550 (51 FR 40705) Eff. 11/7/86; (Amdt. 61-1, Eff. 11/1/62); (Amdt. 61-20, Eff. 12/16/65); (Amdt. 61-64, Eff. 12/22/76); (Amdt. 61-77, Eff. 1/6/87)

§ 61.161 Rotorcraft rating: Aeronautical experience.

(a) An applicant for an airline transport pilot certificate with a rotorcraft category and helicopter class rating must hold a commercial pilot certificate, or a foreign airline transport pilot or commercial pilot certificate with a rotorcraft category and helicopter class rating issued by a member of ICAO, or be a pilot in an armed force of the United States whose military experience qualifies that pilot for the issuance of a commercial pilot certificate under § 61.73.

(c) 200 hours in helicopters, including at least 75 hours as pilot in command, or as second in command performing the duties and functions of a pilot in command under the supervision of a pilot in command, or any combination thereof; and

(4) [75 hours of actual or simulated instrument time under actual or simulated conditions. At least 50 hours of this time must be completed in flight with at least—

[(i) 25 hours in helicopters as pilot in command;

[(ii) 25 hours in helicopters as second in command performing the duties of a pilot in command under the supervision of a pilot in command; or

[(iii) Any combination of paragraph (b)(4)(i) and (b)(4)(ii) of this section that totals 25 hours in helicopters.

[(5) Flight simulator or flight training device instruction may be credited toward the total hour requirement of paragraph (b)(4) of this section subject to the following:

[(i) Flight simulator and flight training device instruction must be accomplished in a qualified and approved flight simulator or in a qualified and approved flight training device, representing a rotorcraft.

[(ii) Except as provided in paragraph (b)(5)(iii) of this section, an applicant may receive credit for not more than a combined total of 25 hours of simulated instrument time in flight simulators and flight training devices.

[(iii) A maximum of 50 hours of flight simulator instruction or flight training device instruction may be credited toward the total hours required by paragraph (b)(4) of this section if the instruction is accomplished in an approved course conducted by a training center certificated under part 142 of this chapter.]

Docket No. 24550 (51 FR 40705) Eff. 11/7/86; (Amdt. 61-77, Eff. 1/6/87); [(Amdt. 61-100, Eff. 8/1/96)]

§ 61.163 Rotorcraft rating: Aeronautical skill.

(a) [An applicant for an airline transport pilot certificate with a rotorcraft category and helicopter

[(4) in flight maneuvers.

[(5) Instrument procedures.

[(6) Landings and approaches to landings.

[(7) Normal and abnormal procedures.

[(8) Emergency procedures.

[(9) Postflight procedures.

(b) [If the applicant does not hold an instrument rating, in addition to the areas specified in paragraph (a) of this section, the applicant must also demonstrate competency in the operations required by § 61.65(g).

[(c) The demonstrations required by paragraphs (a) and (b) of this section must be performed in—

[(1) The helicopter for which the class rating or type rating is sought; or

[(2) Subject to the requirements of paragraphs (d)(1) through (d)(8) of this section, as applicable, a flight simulator or flight training device that represents the helicopter for which the class rating or type rating is sought.

[(d) The following requirements apply to a demonstration of competency under this section in a flight simulator or a flight training device:

[(1) The flight simulator or flight training device use permitted by paragraph (c)(2) of this section must be in accordance with an approved course at a training center certificated under part 142 of this chapter.

[(2) To complete all training and testing (except preflight inspection) for an unlimited added rating in a flight simulator—

(i) The flight simulator must be qualified as Level C or Level D; and

(ii) The applicant must meet the aeronautical experience requirements of § 61.161 and at least one of the following:

(A) Hold a type rating for a turbine-powered helicopter, or have been designated by a military service as a pilot in command of a turbine-powered helicopter, if a turbine-powered helicopter type rating is sought.

(B) Have at least 1,200 hours of actual flight time, of which 500 hours must be in turbine-powered helicopters.

(C) Have at least 500 hours of actual flight time in the same type helicopter as the helicopter for which the type rating is sought.

section may complete all training and testing (except for preflight inspection) for an added rating if—

(i) The flight simulator is qualified as Level C or Level D; and

(ii) The applicant meets the aeronautical experience requirements of § 61.161 and, since the beginning of the 12th calendar month before the month in which the applicant completes the practical test for the added rating, has logged—

(A) At least 100 hours of flight time in helicopters; and

(B) At least 15 hours of flight time in helicopters of the same type as the helicopter for which the type rating is sought.

[(4) An applicant meeting only the requirements of paragraph (d)(3)(ii)(A) and (B) of this section will be issued an added rating, or an airline transport pilot certificate with a limitation. The limitation shall state: "This certificate is subject to pilot-in-command limitations for the added rating."]

[(5) An applicant gaining a certificate with the limitation specified in paragraph (d)(4) of this section—

(i) May not act as pilot in command of the aircraft for which an added rating was obtained under the provisions of this section until he or she has had the limitation removed from the certificate; and

(ii) May have the limitation removed by serving 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in an aircraft of the same type as the type of aircraft to which the limitation applies.

[(6) An applicant who does not meet the requirements of paragraphs (d)(2)(ii)(A) through (D) or (d)(3)(ii)(A) and (B) of this section may be awarded an airline transport pilot certificate or an added rating to that certificate after successful completion of one of the following requirements:

(i) An approved course at a training center which includes all training and testing for that

(C) Manually flown precision approach; and

(D) Steep approach and landing to an off-airport heliport;

(ii) An approved course at a training center which includes all training and testing for that certificate or rating and compliance with paragraphs (d)(7) and (d)(8) of this section.

[(7) An applicant meeting only the requirements of paragraph (d)(6) of this section will be issued an added rating or an airline transport pilot certificate with an added rating, as applicable, with a limitation. The limitation shall state: "This certificate is subject to pilot-in-command limitations for the added rating."]

[(8) An applicant gaining a certificate with the limitation specified in paragraph (d)(7) of this section—

(i) May not act as pilot in command of the aircraft for which an added rating was obtained under the provisions of this section until he or she has had the limitation removed from the certificate; and

(ii) May have the limitation removed by serving 25 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in an aircraft of the same type as the type of aircraft to which the limitation applies.

[(e) Unless the Administrator requires certain or all tasks to be performed, the person authorized by the Administrator to conduct the practical test for an airline transport pilot certificate may waive any of the tasks for which the Administrator approves waiver authority.]

Docket No. 24550 (51 FR 40704) Eff. 11/7/86; (Amdt. 61-77, Eff. 1/6/87); [(Amdt. 61-100, Eff. 8/1/96)]

§ 61.165 Additional category ratings.

(a) *Rotorcraft category with a helicopter class rating.* The holder of an airline transport pilot certificate (airplane category) who applies for a rotorcraft category with a helicopter class rating must meet the applicable requirements of §§ 61.159 and 61.161, and 61.163 and—

certificate with an appropriate rotorcraft rating, or any combination thereof; or

(2) Complete a training program conducted by a certificated air carrier or other approved agency requiring at least 75 hours of rotorcraft flight time as pilot in command, second in command, or as flight instruction from an appropriately rated FAA certificated flight instructor or an airline transport pilot, or any combination thereof, including at least 15 hours of night flight time.

(b) *Airplane rating.* The holder of an airline transport pilot certificate (rotorcraft category) who applies for an airplane category must comply with §§ 61.153, 61.155 (except § 61.155(b)(1)), and 61.157 and—

(1) Have at least 100 hours, including at least 15 hours at night, of airplane flight time as pilot in command or as second in command performing the duties and functions of a pilot in command under the supervision of a pilot in command who holds an airline transport pilot certificate with an appropriate airplane rating, or any combination thereof; or

(2) Complete a training program conducted by a certificated air carrier or other approved agency requiring at least 75 hours of airplane flight time as pilot in command, second in command, or as flight instruction from an appropriately rated FAA certificated flight instructor or an airline transport pilot, or any combination thereof, including at least 15 hours of night flight time.

Docket No. 1179 (27 FR 7965) Eff. 8/10/62; (Amdt. 61-20, Eff. 12/16/65); (Amdt. 61-64, Eff. 12/22/76); (Amdt. 61-77, Eff. 1/6/87)

§ 61.167 Tests.

(a) Each applicant for an airline transport pilot certificate must pass each practical and theoretical test to the satisfaction of the Administrator. The minimum passing grade in each subject is 70 percent. Each flight maneuver is graded separately. Other tests are graded as a whole.

(b) Information collected incidentally to such a test shall be treated as a confidential matter by

service.

[(a) An airline transport pilot may instruct—

[(1) Other pilots in air transportation service in aircraft of the category, class, and type, as applicable, for which the airline transport pilot is rated;

[(2) In flight simulators and flight training devices representing the aircraft referenced in paragraph (a)(1) of this section, when instructing under the provisions of this section;

[(3) Only as provided in this section, unless the airline transport pilot also holds a flight instructor certificate, in which case he or she may exercise the instructor privileges of subpart G of part 61 for which he or she is rated; and

[(4) When instructing under the provisions of this section in an actual aircraft, only if the aircraft has functioning dual controls, when instructing under the provisions of this section.

[(b) Excluding briefings and debriefings, an airline transport pilot may not instruct in aircraft, flight simulators, and flight training devices under this section—

[(1) For more than 8 hours in any 24-consecutive-hour period; or

[(2) For more than 36 hours in any 7-consecutive-day period.

[(c) An airline transport pilot may not instruct in Category II or Category III operations unless he or she has been trained and successfully tested under Category II or Category III operations, as applicable.]

Docket No. 1179 (27 FR 7965) Eff. 8/10/62; [(Amdt. 61-100, Eff. 8/1/96)]

§ 61.171 General privileges and limitations.

An airline transport pilot has the privileges of a commercial pilot with an instrument rating. The holder of a commercial pilot certificate who qualifies for an airline transport pilot certificate retains the ratings on his commercial pilot certificate, but he may exercise only the privileges of a commercial pilot with respect to them.

Docket No. 1179 (27 FR 7965) Eff. 8/10/62; (Amdt. 61-1, Eff. 11/1/62); (Amdt. 61-3, Eff. 5/17/63)

§ 61.181 Applicability.

This subpart prescribes the requirements for the issuance of flight instructor certificates and ratings, the conditions under which those certificates and ratings are necessary, and the limitations upon these certificates and ratings.

(Amdt. 61-11, Eff. 12/4/64)

§ 61.183 Eligibility requirements: General.

To be eligible for a flight instructor certificate a person must—

- (a) Be at least 18 years of age;
- (b) Read, write, and converse fluently in English;
- (c) Hold—

- (1) A commercial or airline transport pilot certificate with an aircraft rating appropriate to the flight instructor rating sought, and

- (2) An instrument rating, if the person is applying for an airplane or an instrument instructor rating;

- (d) Pass a written test on the subjects in which ground instruction is required by § 61.185; and

- (e) [Pass a practical test on all items in which instruction is required by § 61.187 and, in the case of an applicant for a flight instructor-airplane or flight instructor-glider rating, present a logbook endorsement from an appropriately certificated and rated flight instructor who has provided the applicant with spin entry, spin, and spin recovery training in an aircraft of the appropriate category that is certificated for spins, and has found that applicant competent and proficient in those training areas. Except in the case of a retest after a failure for the deficiencies stated in § 61.49(b), the person conducting the practical test may either accept the spin training log book endorsement or require demonstration of the spin entry, spin, and spin recovery maneuver on the flight portion of the practical test.]

[(Amdt. 61-90, Eff. 4/15/91)]

§ 61.185 Aeronautical knowledge.

(a) Present evidence showing that he has satisfactorily completed a course of instruction in at least the following subjects:

- (1) The learning process.
- (2) Elements of effective teaching.
- (3) Student evaluation, quizzing, and testing.
- (4) Course development.
- (5) Lesson planning.
- (6) Classroom instructing techniques.

(b) Have logged ground instruction from an authorized ground or flight instructor in all of the subjects in which ground instruction is required for a private and commercial pilot certificate, and for an instrument rating, if an airplane or instrument instructor rating is sought.

§ 61.187 Flight proficiency.

(a) An applicant for a flight instructor certificate must have received flight instruction, appropriate to the instructor rating sought in the subjects listed in this paragraph by a person authorized in paragraph (b) of this section. In addition, his logbook must contain an endorsement by the person who has given him the instruction certifying that he has found the applicant competent to pass a practical on the following subjects:

- (1) Preparation and conduct of lesson plans for students with varying backgrounds and levels of experience and ability.

- (2) The evaluation of student flight performance.

- (3) Effective preflight and postflight instruction.

- (4) Flight instructor responsibilities and certifying procedures.

- (5) Effective analysis and correction of common student pilot flight errors.

- (6) Performance and analysis of standard flight training procedures and maneuvers appropriate to the flight instructor rating sought. For flight instructor-airplane and flight instructor-glider applicants, this shall include the satisfactory demonstration of stall awareness, spin entry, spins, and spin recovery techniques in an aircraft of the appropriate category that is certificated for spins.

(b) The flight instruction required by paragraph (a) of this section must be given by a person who

or flight instruction, or 80 hours in the case of glider instruction, as a certificate flight instructor.

[(c) The flight instruction required by this section may be accomplished—

[(1) In an aircraft; or

[(2) In a flight simulator or in a flight training device used in accordance with an approved course at a training center certificated under part 142 of this chapter.]]

(Amdt. 61-90, Eff. 4/15/91); [(Amdt. 61-100, Eff. 8/1/96)]

§ 61.189 Flight instructor records.

(a) Each certificated flight instructor shall sign the logbook of each person to whom he has given flight or ground instruction and specify in that book the amount of the time and the date on which it was given. In addition, he shall maintain a record in his flight instructor logbook, or in a separate document containing the following:

(1) The name of each person whose logbook or student pilot certificate he has endorsed for solo flight privileges. The record must include the type and date of each endorsement.

(2) The name of each person for whom he has signed a certification for a written, flight, or practical test, including the kind of test, date of his certification, and the result of the test.

(b) The record required by this section shall be retained by flight instructor separately or in his logbook for at least 3 years.

§ 61.191 Additional flight instructor ratings.

The holder of a flight instructor certificate who applies for an additional rating on that certificate must—

(a) Hold an effective pilot certificate with ratings appropriate to the flight instructor rating sought.

(b) Have had at least 15 hours as pilot in command in the category and class of aircraft appropriate to the rating sought; and

(c) [Pass the written and practical test prescribed in this subpart for the rating sought.

[(d) If accomplished in accordance with an approved course conducted by a training center certificated under part 142 of this chapter, the practical

(a) The holder of a flight instructor certificate is authorized, within the limitations of that person's flight instructor certificate and ratings, to give the—

(1) Flight instruction required by this part for a pilot certificate or rating;

(2) Ground instruction or a home study course required by this part for a pilot certificate and rating;

(3) Ground and flight instruction required by this subpart for a flight instructor certificate and rating, if that person meets the requirements prescribed in § 61.187(b);

(4) Flight instruction required for an initial solo or cross-country flight;

(5) Flight review required in § 61.56 in a manner acceptable to the Administrator;

(6) Instrument competency check required in § 61.57(e)(2);

(7) Pilot-in-command flight instruction required under § 61.101(d); and

(8) Ground and flight instruction required by this part for the issuance of the endorsements specified in paragraph (b) of this section.

(b) The holder of a flight instructor certificate is authorized within the limitations of that person's flight instructor certificate and rating, to endorse—

(1) In accordance with §§ 61.87(m) and 61.93(c) and (d), the pilot certificate of a student pilot the flight instructor has instructed authorizing the student to conduct solo or solo cross-country flights, or to act as pilot in command of an airship requiring more than one flight crew-member;

(2) In accordance with §§ 61.87(m) and 61.93(b) and (d), the logbook of a student pilot the flight instructor has instructed, authorizing single or repeated solo flights;

(3) In accordance with § 61.93(d), the logbook of a student pilot whose preparation and preflight planning for a solo cross-country flight the flight instructor has reviewed and found adequate for a safe flight under the conditions the flight instructor has listed in the logbook;

(4) [In accordance with § 61.95, the logbook of a student pilot the flight instructor has instructed authorizing solo flights in a Class B airspace area or at an airport within a Class B airspace area;]

(6) In accordance with §§ 61.57(e)(2) and 61.101(d), the logbook of a pilot the flight instructor has instructed authorizing the pilot to act as pilot in command;

(7) [Reserved]; and

(8) In accordance with § 61.101(g) and (h), the logbook of a recreational pilot the flight instructor has instructed authorizing solo flight. (Amdt. 61-80, Eff. 1/12/89); (Amdt. 61-82, Eff. 8/31/89); (Amdt. 61-90, Eff. 4/15/91); [(Amdt. 61-92, Eff. 9/16/93)]

§ 61.195 Flight instructor limitations.

The holder of a flight instructor certificate is subject to the following limitations:

(a) *Hours of instruction.* He may not conduct more than eight hours of flight instruction in any period of 24 consecutive hours.

(b) *Ratings.* Flight instruction may not be conducted in any aircraft for which the flight instructor does not hold a category, class, and if appropriate, a type rating, on the flight instructor's pilot and flight instructor certificates.

(c) *Endorsement of student pilot certificate.* He may not endorse a student pilot certificate for initial solo or solo cross-country flight privileges, unless he has given that student pilot flight instruction required by this part for the endorsement, and considers that the student is prepared to conduct the flight safely with the aircraft involved.

(d) *Logbook endorsement.* He may not endorse a student pilot's logbook—

(1) For solo flight unless he has given that student flight instruction and found that student pilot prepared for solo flight in the type of aircraft involved;

(2) For a cross-country flight, unless he has reviewed the student's flight preparation, planning, equipment, and proposed procedures and found them to be adequate for the flight proposed under existing circumstances; or

(3) For solo flight in a Class B airspace area or at an airport within a Class B airspace area unless the flight instructor has given that student ground and flight instruction and has found that student prepared and competent to conduct the operations authorized.

sesses a valid student pilot certificate endorsed for solo cross-country flight in the category of aircraft to be flown.

(f) *Instruction in multiengine airplane or helicopter.* He may not give flight instruction required for the issuance of a certificate or a category, or class rating, in a multiengine airplane or a helicopter, unless he has a least five hours of experience as pilot in command in the make and model of that airplane or helicopter, as the case may be.

(g) *Recreational pilot endorsements.* The flight instructor may not endorse a recreational pilot's logbook unless the instructor has given that pilot the ground and flight instruction required under this part for the endorsement and found that pilot competent to pilot the aircraft safely.

[(h) A flight instructor may not give instruction in Category II or Category III operations unless the flight instructor has been trained and tested in Category II or Category III operations, pursuant to § 61.67 or § 61.68, as applicable.]

(Amdt. 61-80, Eff. 1/12/89); (Amdt. 61-82, Eff. 8/31/89); (Amdt. 61-90, Eff. 4/15/91); (Amdt. 61-92, Eff. 9/16/93); [(Amdt. 61-100, Eff. 8/1/96)]

§ 61.197 Renewal of flight instructor certificates.

(a) Except as provided in paragraph (b) of this section, the holder of a flight instructor certificate may renew that certificate for an additional period of 24 calendar months if that individual satisfactorily completes a practical test for—

(1) Renewal of the flight instructor certificate and rating sought; or

(2) An additional flight instructor rating.

(b) [A person who holds a current flight instructor certificate may renew that certificate and its ratings without accomplishing a practical test if that person makes application to an authorized FAA Flight Standards Inspector prior to its expiration and provided the following items are submitted:

[(1) A record that shows that the applicant has satisfactory knowledge of pilot training, certification, and standards, and shows that, within the past 24 calendar months, the applicant has served—

(i) As a company check pilot;

142 Training Center; or

(v) In a comparable position involving the regular evaluation of pilots.

[(2) A graduation certificate from an approved flight instructor refresher course, consisting of ground training or flight training, or both.]

(c) If an instructor satisfactorily completes the requirements of this section within 90 calendar days prior to the expiration date of the flight instructor certificate, the instructor is considered to have completed the requirements of this section prior to the expiration date, and the certificate will be renewed for an additional 24 calendar months beyond the expiration date.

(d) Except as allowed by paragraph (e) of this section, the practical test required by paragraph (a) of this section must be conducted in an aircraft.

(e) The practical test required by paragraph (a) of this section may be accomplished in a flight simulator or in a flight training device if the test is accomplished pursuant to an approved course conducted by a training center certificated under part 142 of this chapter.

(Amdt. 61-95, Eff. 4/13/94); (Amdt. 61-100, Eff. 8/1/96); [(Amdt. 61-101, Eff. 3/21/97)]

practical test prescribed in § 61.187.

(b) *Flight instructor ratings.* A flight instructor rating or a limited flight instructor rating on a pilot certificate is no longer valid and may not be exchanged for a similar rating or a flight instructor certificate. The holder of either of those ratings is issued a flight instructor certificate only if he passes the written and practical test prescribed in this subpart for the issue of that certificate.

§ 61.201 Conversion to new system of instructor ratings.

General. The holder of a flight instructor certificate that does not bear any of the new class or instrument ratings listed in § 61.5(c)(2), (3), or (4) for a flight instructor certificate, may not exercise the privileges of that certificate. The holder of a flight instructor certificate with a glider rating need not convert that rating to a new class rating to exercise the privileges of that certificate and rating.

[(b) through (g) removed]

(Amdt. 61-90, Eff. 4/15/91); [(OST Docket 48146, Notice No. 92-28; 57 FR 60725, effective 12/22/92)]

